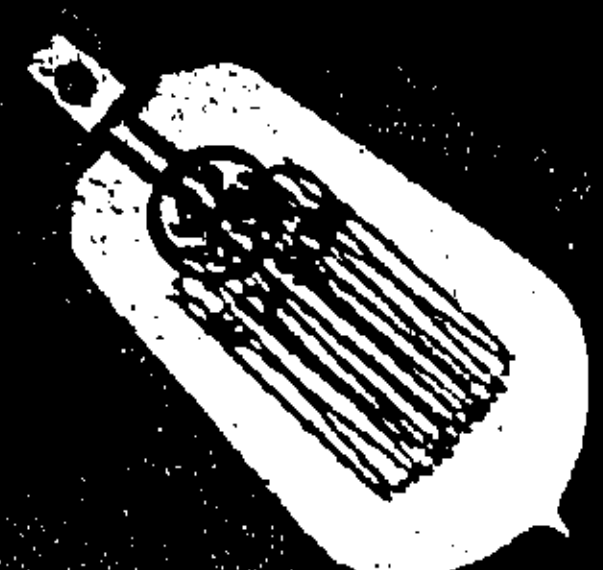


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IRISH CONFERENCE OPENS.

DELEGATES ACCOMPANIED BY "GUN-MEN"!

A HEART-TO-HEART TALK.

Conference Adjourns TH Thursday.

(Reuter's Service.)

London, October 11. The Irish conference has opened at Downing Street. A crowd, chiefly Irish sympathisers, cheered the Sinn Fein delegates, and sang hymns after the proceedings opened. Mr. Chamberlain, ill with lumbago, was absent.

Irish Procession to Delegates Headquarters.

Later. When the Irish conference adjourned till the afternoon armed Irishmen and women marched in procession to the West-end to the delegates' headquarters at Kensington, waving Sinn Fein flags and singing Irish hymns and songs, varied by cries of "Up Sinn Fein!" There were only a few spectators when the conference resumed. No record was taken of the afternoon's conversations, which were in the nature of a heart-to-heart talk. Sinn Fein stenographers were not admitted.

The Press Association says that a curious feature of the Conference was the fact that the Irish delegates arrived attended by "gun-men". Each car had an armed guard, the arms being plainly visible in the men's pockets as they took their seats beside the drivers. The conference this afternoon lasted an hour and a half, and was adjourned till 11 o'clock on Thursday.

SILESIAN COMMITTEE'S REPORT.

German Concern Over Rumoured Decision.

London, October 11. The Silesian recommendations committee of the League, mentioned yesterday, has now communicated with the Supreme Council in Paris, but till the Council publishes the communication it is impossible to confirm the reports emanating from Paris and Geneva that the recommendations favour Poland, to whom, it is alleged, Koenigsbuette has been assigned, but, according to a Berlin message, the reports have intensely excited Germany, where there is already talk of the Wirsh Government resigning. The Press is heatedly discussing the question, and it is significant that official prominence is given to an article in the *Berliner Tageblatt* declaring that if the League of Nations is an accessory to French attempts to ruin German democracy, the Government will be forced to resign. As it would be impossible to carry out the reparations obligations, moreover, Germany's doors would be closed tightly against bankrupt Poland, at present longing for German goods.

With reference to German reports that Britain intimated opposition to the supposedly pro-Polish recommendations of the committee, it is authoritatively declared in London that the Allied Premiers will abide by the decision and accept the League's pronouncement.

[Yesterday's cable stated: Rumours in the French and Swiss Press that a hitch has occurred owing to the refusal of certain Powers to accept the committee's recommendation of modifications of the so-called Sforza line of partition are not confirmed by a Geneva message, which says that the committee's deliberations, not yet finished, are shrouded in complete secrecy; but the rumours have caused the deepest pessimism in Germany, where it is taken for granted that the Sforza line will be maintained.]

TRADE MARKETS SHOW ACTIVITY.

Britain Secures Orders for Rails.

London, October 11. The commerce markets show that there is a growing demand for iron ware. A feature of the situation is the energy of British manufacturers in seeking export orders, particularly for rails and railway material. Useful orders for rails have been secured by British firms at prices which effectually disposed of American and Continental competition. A fair volume of business has been secured in semi-finished lines also, owing to firmer foreign quotations. The Continental situation does not show any sign of improvement.

The wool sales opened with strong and active Home and Continental competition, there being advances of 5 per cent. and 10 per cent. respectively compared with September.

Cotton Trade Prospects Brighter.

London, October 11. Sir Edwin Stockton, President of the Manchester Chamber of Commerce, in a speech said that the prospects of the cotton trade were brighter, thanks to more orders. More machinery will be started shortly.

RETRENCHMENT COMMITTEE BEGINS ITS TASK.

Combatant Services to be Questioned.

London, October 11. The Economy Committee headed by Sir Eric Geddes, which is considering the expenditure of Government Departments, held its first meeting to-day at Glenapp Castle, the Scottish residence of Lord Incheape. It is expected that the meetings will last weeks. It is understood that the Committee will specially consider Treasury memoranda on the Army, Navy and the Air Force and ask for evidence from the fighting Services before their representatives start for Washington.

THE "ROWAN" DISASTER.

Official Death-Roll.

London, October 12. The official death-roll of the Rowan has now reached 36.

THE UNEMPLOYMENT PROBLEM.

Suggestion of a Captain of Industry.

(Reuter's Service.)

London, October 11. Addressing the Federation of British Industries at Glasgow on the subject of unemployment, Sir Peter Rylands, President of the Federation, urged that in order to get industry re-started taxation should be reduced, even if it meant additional borrowing. He heartily supported the suggestion that the requirements of the British Colonies and Dependencies should be immediately examined and orders placed in Britain for railway material and other articles, for which payment should be made by loan at low interest. Such a policy would help to relieve unemployment and restore Britain's position as a creditor nation.

Labour Confers with Cabinet Committee.

London, October 11. Six Labour representatives had a two hours' meeting with the Cabinet Unemployment Committee at Downing Street this evening after the Irish Conference had adjourned and explained the Labour proposal for dealing with unemployment, including the stimulation of production, housing, road-making, and national relief works for the development of enterprises of public utility. The Premier thanked the deputation, and intimated that he would most probably see them again in order to discuss the Government's proposals.

London, October 12. The unemployment conference unanimously passed a resolution based on the proposals mentioned in an earlier message.

U. S. MEDAL FOR THE UNKNOWN WARRIOR.

British Government Adjusts Curious Misunderstanding with General Pershing.

London, October 11. An incident which, according to American despatches, was threatening to develop unfavourably to Anglo-American relations has now, apparently, been settled. General Pershing who, as mentioned in a cable of the 2nd inst., deposited the Congressional Medal on the Tomb of the French Unknown Soldier, has been waiting for the British Government to fix a date for the ceremony of laying a medal on the Unknown Warrior's Tomb in Westminster Abbey, but, tiring of the failure of the British officials to reply to Ambassadorial enquiries, yesterday ordered the American battalion of honour to return to Coblenz. From Paris it is now announced that the British Government last evening telegraphed to Paris expressing pleasure at the proposed visit of General Pershing and assuring him of the warmest welcome. It was explained that Ministers were absent from town last week-end, but that when they returned the question was promptly dealt with.

U. S. EMERGENCY TARIFF.

Period Extended.

Washington, October 11. Under a Bill which was favourably reported upon today by the Ways and Means Committee of the House of Representatives the emergency tariff at present in force, instead of expiring on November 27, will remain in force until February 1. The life of the dye embargo will also be extended.

Coping with Unemployment.

Readjustment and reduction of railway rates are among the recommendations formulated for presentation to the national unemployment conference which is meeting at Washington with the object of securing "permanent betterment of the nation's commerce and industry, with consequent relief in unemployment." The resolution, which was formulated by a committee of the conference, also asks for limitation of the world's armaments and for action with a view to minimising fluctuations in the international exchange.

THE PANAMA CANAL BILL.

New York Press Hostile, but President Said to be Satisfied.

New York, October 11. The Press is actively discussing the Panama Bill. The *World* in a leader emphasises the embarrassment President Harding must feel in inviting Britain to a disarmament conference while the Republican Congress is turning a solemn treaty with Britain into a scrap of paper. The *Journal of Commerce* declares that the proposed amendment is indefensible, and that it is the plain duty of the President to veto it. Republican leaders state that the question might be settled diplomatically before a final decision is taken by Congress on the Borah Bill, which will probably lie indefinitely on the table of the House of Representatives. Certainly nothing will be done until after the disarmament conference.

It is understood that President Harding and Senator Lodge discussed the position, and President Harding is represented as being "perfectly satisfied" with the passage of the Bill by the Senate and indisposed to intervene.

NEW SWEDISH CABINET.

Stockholm, October 12. A new Cabinet has been formed with M. Branting as Premier and Foreign Secretary. [M. Branting, who has already been Premier, is a Socialist, but not of the disruptive type.]

MEXICAN AND U.S. SAILOR IN FATAL AFFRAY.

Washington, October 12. The American Consul at Tampico has notified the State Department that an unidentified Mexican stabbed to death an American sailor.

MOB LAW IN TEXAS.

New York, October 12. A message from Leeburg (Tex.) states that a mob seized and burned at the stake a negro youth charged with assault upon girl of eight years.

THE WASHINGTON CONFERENCE.

New Zealand's Representative.

(Reuter's Service.)

Washington (N.Z.), October 11. The Hon. Sir John W. Salmond, Judge of the Supreme Court of New Zealand, will represent that country at the Washington Conference.

[Judge Salmond, born at N. Shields in 1862, was professor of law in Australian universities and author of text-books on jurisprudence. He was Counsel to the Law Drafting Office of the N.Z. Government, then Solicitor-General, and last year was appointed to the Bench.]

U.S. Government Preparing.

Washington, October 11. Mr. Hughes, the State Secretary, has summoned the first meeting for to-morrow of the American representatives for the disarmament conference. It is expected that the meeting will consider reports of the progress of the Government Departments in working up data which the conference will need when the discussion of armaments begins.

U.S. Will Not Attempt to "Dominate Proceedings."

Later. Official quarters fully realise that the Conference must assemble in the friendliest spirit on the part of all parties if anything is to be accomplished. It is therefore considered necessary that the Conference itself should arrange the method of procedure which seems best suited to promote agreement. The American delegates will therefore only suggest methods of considering the subjects outlined in the agenda which are generally accepted by the Governments concerned. It is emphasised that the American delegates will in every way take precautions against any appearance of attempting to dominate the proceedings, and it is hoped that the other delegates will be animated by the same spirit. It is suggested that minor and easy questions should be disposed of first and more complex questions subsequently.

Additional French Representatives.

Paris, October 11. Members of the Cabinet, Admiral Debon, and General Buat will also attend the Washington Conference.

Belgian Financial Delegates Appointed.

Brussels, October 11. The *National Belge* announces that the Government has also appointed M. Francqui, of the Societe Generale Beloitque and M. Catlier, of the Overseas Bank, to represent Belgium at the Washington Conference.

FINANCE OF AUSTRALIAN STATES.

N.S.W. Government Disregards American Offers.

Sydney, October 11. The Treasurer, Mr. Lang, referring to the £3,000,000 loan New South Wales is raising in London, said that since the Government was formed in 1920 several offers of loans had been received from America, but none had been favourably considered. The strongest American banks were now pressing the Government to open loan negotiations.

FRENCH EX-GENERALISSIMO PLACED ON RESERVE LIST.

Paris, October 11. Marshal Nivelle, the ex-Commander-in-Chief, has been placed on the Reserve list. (Other Telegrams on Page 2.)

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

HEAVY DAMAGES AGAINST NEWSPAPER.

Singapore, Oct. 11. In the "Straits Times" libel case the Chief Justice found for the plaintiffs and awarded five thousand dollars damages and costs, including the cost of the commission to Australia. He declared that the defendants had entirely failed in their plea of justification. The evidence established that the Cold Storage Co. had not made excessive profits and that nothing that could be called profiteering had taken place. It was necessary to make the damages substantial enough to recompense the plaintiffs for the damage they had undoubtedly sustained through the libel and to signify the futility of the Court regarding the total lack of foundation for the charges made and persisted in.

THE PRINCE'S TOUR.

Singapore, Oct. 11. A Committee has been formed to make arrangements for the Prince of Wales's visit in the spring under the chairmanship of the Colonial Secretary. Subject to the Prince's approval, the arrangements will include an address on landing, a reception at Government House, the unveiling of a war memorial, a visit to the Malay-Bornean exhibition of arts and crafts, the witnessing of a yacht race, a banquet and ball at Government House, a visit to Johore, attendance at Singapore Races and an ex-servicemen's dinner, a torch-light procession, Dyak dancing, extensive decorations of the town and harbour, etc.

A GENERAL FIGHT.

Trouble at Bailey's Shipyard.

Charges of disorderly behaviour in respect of an attempt to intimidate the workmen employed at Bailey's shipyard at Kowloon were preferred against two Chinese by Inspector Aris at the Police Court this morning. One of the defendants is alleged to be a labour agitator whose activities amongst the men led to the recent strike at the Yard.

The police statement was to the effect that a dispute occurred at the yard yesterday as a result of which a general fight arose in which two Chinese were injured, as a consequence a charge of disorderly behaviour and assault was preferred against the two defendants.

Mr. M. Watson, who appeared for the prosecution, opposed the fixing of a small sum when the question of bail came to be discussed at the Court hearing this morning.

Mr. G.N. Orme thought that as the defendants were charged only with disorderly conduct, it was not within his powers to refuse bail but if the police believed that a heavy sum would ensure against the possibility of further disaffection at the Yard, he would fix the bail at \$250, instead of \$50 as he intended.

The defendants were remanded on this recognizance.

BIRKENHEAD WATER SCHEME COMPLETED.

At a cost of one and a half million pounds, Birkenhead water scheme has been completed.

KOWLOON FIRE ENQUIRY.

Delay on the Telephone.

POOR WATER SUPPLY.

A Court of Inquiry assembled at Gun Club Hill Barracks this morning to investigate the causes, etc., of the fire which occurred in the lines of the Hongkong Mule Corps Detachment on Saturday and to estimate the damage to Government property. The Court was composed of Major T.M. Wakefield, D.S.O., H.K.S.R.G.A. (President), Major R.M. Edwards, D.S.O., R.E., Major G.N. Humphreys, D.S.O., O.C.R.A.S.C., Capt. H. Fogg, O.B.E., M.C. O.C. Barracks, Capt. J.L.G. Carter, O.B.E., O.C. Transport R.A.S.C., and Capt. G.E. Oxpring, Command Veterinary Officer, R.A.V.C.

Mr. J. P. Robinson said he heard of the fire shortly after half-past two on Saturday afternoon. When he arrived on the scene the office block was well alight and the stables were burning. He proceeded to save the office documents, some of which were already burning. About half-an-hour later he went to the stables and found that a number of them had already been burnt. The Fire Brigade had arrived, but the water pressure was poor. The President: In fact, it was not doing any good at all?—No good at all.

In reply to a further question, witness said the fire appliances were being used. Sgt. A. Long, R.A.S.C., gave evidence to the effect that when he heard of the fire he went straight to the stables. The West end was all ablaze. A number of civilians and himself made several attempts to rescue the mules, but the heat was too intense. Some of the mules themselves were on fire. When witness arrived the animals at the East end had already been rescued. The Sergeant and some civilians got the carts out and then he noticed that the Fire Brigade were there but they could not get sufficient pressure of water.

The next witness called was Q.M.S. Foster, R.A.O.C. This witness called up the Water Police and asked them to warn the Fire Brigade, and then proceeded to the fire. The Brigade arrived about ten minutes later, which would be about ten minutes to three. Q.M.S. Smith, R.G.A., said he rang up for the Fire Brigade and the operator asked him for the number. D—the number, witness replied, give me the Fire Brigade. The operator then said, "you must tell me the number," and witness replied, "you d—fool, put me on to the Fire Brigade". Then witness got through to Sgt. Alexander, who was in charge of the Brigade. Witness noticed that the time by the K.C.C. clock was between twenty and fifteen minutes to three. He knew that he got through before Q.M.S. Foster. He then went to assist at the fire. Water was thrown on the matcheds, but it appeared to have no effect. The Fire Brigade tender arrived about six minutes after receiving the call and the engine came later. The hoses were connected a good five minutes before the water came through and then the pressure was insufficient to reach the matcheds. There was a feeble supply from the other hose, which was directed on the West end of the stable.

Further evidence was given by Indian military men, one of whom was the first person to discover the fire. This witness said he walked past the matcheds and on looking back noticed that they were ablaze. The fire appeared to have started in the end facing the barracks. It was one big flame. The witness denied having been smoking in the vicinity.

The hearing is proceeding as we go to press.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 11½d.

The Weather.

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PILLS****EARLIER TELEGRAMS.****DE VALERA'S LATEST.**

London, Oct. 11.

On the eve of the Irish Peace Conference in London the Dail Eirann has issued a proclamation by de Valera to the people of Ireland in which the President urges Irishmen to stand together for Ireland and to support the delegates unitedly and unflinchingly. He says that all share the desire to bring the "secular conflict" to an end, but he adds: "The struggle on our side has always been simply for maintenance, a right which is indefeasible and cannot either be relinquished or compromised." He fears that it is unlikely that a claim conflicting with Ireland's right will be abandoned now and considers that Ireland should not indulge in foolish hopes, adding "a peace ending the conflict will be secured not by the skill and statesmanship of leaders but by the stern determination of a close-knit nation steered to acceptance of death rather than the abandonment of rightful liberty." He warns the people of Ireland against division.

"The Only Solution."

Viscount Grey at Berwick strongly asseverated that the only solution of the Irish problem was to take Ireland into partnership on precisely the same terms as the self governing Dominions with the single stipulation that while it was possible for outlying Dominions to have a separate naval basis for protection Britain and Ireland could only be ensured under a single authority.

UNEMPLOYMENT PROBLEM.

London, Oct. 11.

After attending the momentous conference with the Sinn-Feiners today Mr. Lloyd George has a no less portentous discussion with labour representatives on unemployment from which very important developments are anticipated. The fact that the Conference was fixed for a day earlier than was expected is regarded as an indication of the Premier's desire to get to grips with the question. Meantime the King has sent a letter to the Mayor of Manchester re-emphasising his concern at unemployment. His Majesty trusts that local effort and co-operation combined with Government measures will alleviate the present distress and will provide a gradual restoration on a sound basis of the trade and commerce of the nation.

SHIPBUILDING FIGURES.

London, Oct. 9.

Lloyds' Register indicates that the heavy slump in world shipbuilding continues. Three and a quarter million of tons of merchant shipping were under construction in the United Kingdom on September 30, a reduction of a quarter of a million compared with June 30, but delayed and suspended tonnage amounts to a million and a quarter, leaving only two millions actually under construction. The average tonnage completed quarterly in 1913 exceeded twenty-three per cent. of the total tonnage under construction at the beginning of the quarter. It is now only eight and a half per cent. of the total tonnage. Building abroad amounts to two and a quarter millions, but nearly half a million is suspended tonnage, leaving under two millions actually under construction, the countries most affected by suspensions being Italy and the United States.

VALUE OF CAVALRY.

London, Oct. 11.

Speaking at the unveiling of a memorial to fallen soldiers at Canterbury Earl Haig sharply criticised the proposed disbandment of four regiments of cavalry. He was of opinion that the step was not justified by the lessons of the war and he declared that if Ludendorff had had sufficient mounted troops to throw into action south-east of Amiens in March, 1918, the result might have been disastrous to the Allies.

TRADE IMPROVEMENT.

London, Oct. 11.

It is stated that trade has so far improved that a number of vessels will shortly leave Wales with cargoes of metal manufactures bound for the Far East. It is understood that large orders for galvanised sheet, have been placed in Britain during the past few days.

A BIG SURTAX.

Vera Cruz, Oct. 11.

The Mexican Eagle Oil Company has been placed under an embargo by an order of the State Government for refusing to pay a surtax of three million pesos. Three of the Company's steamers loaded with oil are unable to discharge and are holding up a number of foreign steamers.

PANAMA CANAL BILL.

Washington, Oct. 11.

The strength of the opposition in the Senate to the Panama Bill is shown in the division in which the bill was only adopted by 47 votes to 37.

BIG INSURANCE TRANSFER.

Johannesburg, Oct. 11.

It is announced that the entire African business of the New York Mutual Insurance has been bought out by an African company, involving the transference of the policy reserve fund of over a million. It is believed that two other American insurance companies are also being purchased.

MOPLAH REBELS.

Simla, Oct. 11.

The summary courts dealing with the Moplah rebels are taking strong action. They committed 891 to the sessions, sentenced 1,634 to two years' imprisonment and 376 to terms ranging from two to 20 months. Nineteen were acquitted.

ASIA MINOR.

Athens, Oct. 11.

A Greek official statement claims that the battle which commenced on September 20, in the Afion Karahissar sector ended on Oct. 8 in a brilliant victory. The Turks are retreating in disorder.

THE REAL WORLD.**Dr. Hodgkin's Last Lecture.**

Dr. H. T. Hodgkin, M.B., M.A., delivered the fourth of his series of lectures on "The Christian Revolution," before a very large audience, preside over by Commodore Bowden Smith, assembled in the Helena May Institute last evening.

At the outset of his address Dr. Hodgkin expressed appreciation of the welcome extended to him, to the gentlemen who had presided day by day at the lectures, to Mr. Gorkin and the Committee who had made the arrangements, to the Press for the very full way in which his meetings had been reported and the authorities both at the City Hall and the Helena May Institute for lending their buildings for the lectures. In this connection Dr. Hodgkin mentioned that that was the first of the weekly meetings to be held at the Helena May Institute and that the next was that day week when the Rev. J. Kirk Macdonald would lecture on "Christian Citizenship of Women."

Relationship of Races.

Dr. Hodgkin felt it had been a privilege to him to have the opportunity of lecturing in Hongkong and he was very glad it had brought him into touch with the work being done in the Colony—a Colony where, it seemed to him they had very great difficulties and yet very great possibilities and where he could not help feeling there was a spirit among the different nationalities that they were determined to realise some of the possibilities and overcome some of the difficulties which were to be found in such meeting places of races as this. For himself, he felt there was no problem in all their common life greater than the problem of the right relationship of races to one another. He thought that problem was one which they had to go on and on trying to solve by many experiments and in many ways and he could not help feeling that here efforts were being made in that direction, and he hoped would increasingly be made, to search for a solution of the question, which, if it is not solved in the next 100 years, could only mean great and grave difficulties in human life.

The World of Reality.

Proceeding to deal with his subject, Dr. Hodgkin said that they occasionally get a sense of another world—a sense of the absolute reality of a world of thought, of emotion, a world that was not to be measured and weighed and seen and touched—the real world. He thought, if he might say so, that the tragedy of the great evils which from time to time befall men, whether they be wars or revolution or other ways in which men fell foul of one another, was that they did not live in this real world, that they lived in the world of time and space, in the world of business and commerce, and that they did not see that these unseen things were the actual realities. They should find ways of dealing with the evils which sprang up in the world without themselves having to descend to the methods of evil. They might find perhaps in a great national crisis where wrong was making itself felt in the world some greater way of meeting that wrong if they lived more constant standards. Dr. Hodgkin in a provoking world of reality.

The Aim of Education.

Dealing with education in relation to the creation of a new world, Dr. Hodgkin said that there was just the danger in State education, or commercial education or the education that was dominated by any of the great ideas of life, that they paid more attention to fitting the child, for the social order in which they now lived than for the creation of a social order which would be more in harmony with the real world and nearer to the dreams of all those who had dreamt creatively. Education should have as its aim the developing, the drawing out and direction of the creative instincts of the child. They should make him not simply content with things as they were but a worker for things as they ought to be.

Dr. Hodgkin briefly replied to a number of questions which were submitted in writing. He said he felt that the approach of the Churches to the problem of religion to-day, must be the approach along the lines of those things where all could begin by agreeing. He meant to say that it did not do for the Church to throw, as it were, at men a certain amount of doctrine or teaching in

regard to supernatural things and expect men to believe that before they could associate themselves with the church and its activities. He believed that there was a supernatural element in religion but he did not believe that supernatural element was contra-natural. The task of thoughtful men and women in religion was to show thoughtful men and women not associated with religion that they did really believe that it led on to those things which were beyond the power of science and logic and philosophy to attain.

Mr. G. T. Edkins said he would like Dr. Hodgkin to express more clearly the relationship between the idealism he advocated and its standards. Dr. Hodgkin in a previous address referred to the absence of the spirit of adventure. Personally, he felt that the spirit of adventure was in them still. They would not have had the Colony and the great enterprises they had built up if it had not been for the spirit of adventure. The lecturer had also referred to the spirit of adventure being applied to great ideals. Personally, he could not see just where the relationship came in and where they would apply the ideal.

The Right Method.

Dr. Hodgkin, in reply, said that there were a great many regions of human life which were not yet fully ready for the ideals. He agreed the spirit of adventure was in all of them. In regard to these regions of our common life they all recognised they were being worked out at a point lower than the ideals they would like to see applied. The method was for groups of persons who had seen the better way to make experiments together. For the great majority of men the spirit of adventure which they had did not find, except at a great crisis like the war, any adequate means of expression. The spirit of adventure might work itself out in a man becoming a great adventurer in his own business or on the stock exchange or something of that sort. The spirit of adventure wanted to be harnessed to social ends and that was the problem he had been trying to deal with. He believed it might be done through persons and groups of persons patiently thinking out these problems and coming to a conclusion as to how they could be better handled, and then, throwing caution to the winds, become adventurers and pioneers. It was the spirit of adventure which had made the British Empire what it was to-day, which had led to the discovery and exploration of Africa and the Arctic regions, that we wanted in our social order to-day.

Intricate Problems.

Referring to race relationship, Dr. Hodgkin said it was a problem which demanded persistent and fearless thinking together, because the regions that were to be claimed for the real world, in the world in which we live, were still great. He believed that by such fearless thinking in intimate fellowship with one another, by the experiments that might come out of such fellowship and by perseverance in such experiments, that there might be opened up right here in this Colony immense new possibilities in the application of this great spirit—the spirit that they got from living their lives in the sense of the real world. It seemed to him that what was actually needed was that men and women should so live that they could come into that kind of relation with one another which would help towards the solving of these very real and very intricate problems.

Dr. Hodgkin said he felt very often he might have spoken rather elusively in his lectures and some might think that what he had said was not very relevant to some of the problems they were facing. He did not admit the charge. It was not in great conclaves of men, in the meetings of national bodies or trade federations that the real solution of these things rested, but with the common men and women like themselves. In the last resort every great movement in human history had been a movement that had been democratic, that had responded to something that common men felt and thought and knew and wanted. (Applause.)

Some Questions.

Dr. Hodgkin briefly replied to a number of questions which were submitted in writing. He said he felt that the approach of the Churches to the problem of religion to-day, must be the approach along the lines of those things where all could begin by agreeing. He meant to say that it did not do for the Church to throw, as it were, at men a certain amount of doctrine or teaching in

regard to supernatural things and expect men to believe that before they could associate themselves with the church and its activities. He believed that there was a supernatural element in religion but he did not believe that supernatural element was contra-natural. The task of thoughtful men and women in religion was to show thoughtful men and women not associated with religion that they did really believe that it led on to those things which were beyond the power of science and logic and philosophy to attain.

Mr. G. T. Edkins said he would like Dr. Hodgkin to express more clearly the relationship between the idealism he advocated and its standards. Dr. Hodgkin in a previous address referred to the absence of the spirit of adventure. Personally, he felt that the spirit of adventure was in them still. They would not have had the Colony and the great enterprises they had built up if it had not been for the spirit of adventure. The lecturer had also referred to the spirit of adventure being applied to great ideals. Personally, he could not see just where the relationship came in and where they would apply the ideal.

The Right Method.

Dr. Hodgkin, in reply, said that there were a great many regions of human life which were not yet fully ready for the ideals. He agreed the spirit of adventure was in all of them. In regard to these regions of our common life they all recognised they were being worked out at a point lower than the ideals they would like to see applied. The method was for groups of persons who had seen the better way to make experiments together. For the great majority of men the spirit of adventure which they had did not find, except at a great crisis like the war, any adequate means of expression. The spirit of adventure might work itself out in a man becoming a great adventurer in his own business or on the stock exchange or something of that sort. The spirit of adventure wanted to be harnessed to social ends and that was the problem he had been trying to deal with. He believed it might be done through persons and groups of persons patiently thinking out these problems and coming to a conclusion as to how they could be better handled, and then, throwing caution to the winds, become adventurers and pioneers. It was the spirit of adventure which had made the British Empire what it was to-day, which had led to the discovery and exploration of Africa and the Arctic regions, that we wanted in our social order to-day.

Intricate Problems.

Referring to race relationship, Dr. Hodgkin said it was a problem which demanded persistent and fearless thinking together, because the regions that were to be claimed for the real world, in the world in which we live, were still great. He believed that by such fearless thinking in intimate fellowship with one another, by the experiments that might come out of such fellowship and by perseverance in such experiments, that there might be opened up right here in this Colony immense new possibilities in the application of this great spirit—the spirit that they got from living their lives in the sense of the real world. It seemed to him that what was actually needed was that men and women should so live that they could come into that kind of relation with one another which would help towards the solving of these very real and very intricate problems.

Dr. Hodgkin said he felt very often he might have spoken rather elusively in his lectures and some might think that what he had said was not very relevant to some of the problems they were facing. He did not admit the charge. It was not in great conclaves of men, in the meetings of national bodies or trade federations that the real solution of these things rested, but with the common men and women like themselves. In the last resort every great movement in human history had been a movement that had been democratic, that had responded to something that common men felt and thought and knew and wanted. (Applause.)

Some Questions.

Dr. Hodgkin briefly replied to a number of questions which were submitted in writing. He said he felt that the approach of the Churches to the problem of religion to-day, must be the approach along the lines of those things where all could begin by agreeing. He meant to say that it did not do for the Church to throw, as it were, at men a certain amount of doctrine or teaching in

Last night Dr. Hodgkin spoke at St. Andrews Hall on "The Faith for a New Age."

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ST. JOSEPH'S COLLEGE.

Football Club Meeting Last Evening.

A meeting of the St. Joseph's College Football Club was held at College last evening when the Rev. Brother Cassin presided over a good attendance.

The Hon. Secretary (Mr. R. M. Omar) opened the proceedings by a recapitulation of the achievements of the Club which sent its first junior team in 1911 to compete in the Second Division of the Hongkong Football League. He mentioned, with satisfaction, its steady progress as indicated in its first win of the League shield in 1914. This success was repeated in 1918, and from that moment onwards it had been a history of steady progress. The year following the successful season of 1919 they entered a team in the First Division for the first time, and its display could be recalled with satisfaction. In the same season another team from the college competed for the Hongkong Challenge Shield competition and, as they knew, it led right to the finish and lost to the Police by the bare margin of a replay. The success of the Club's activities made the events that were to follow all the more disappointing. Last year the Club was forced to withdraw from the First Division of the League owing to the lack of players and it looked to him that this year they would have to bear with the prospect of further non-representation in the Division as some of the best players were unable on account of various circumstances to participate.

Captain Laid Up.

T. Hyndman, their senior Team Captain, was now laid up with leg trouble and he (the speaker) heard that an operation was imminent. Next they had had to record the fact that Xavier and Ismail had been medically advised against further participation in football or, for that matter, any strenuous game. And finally Sepher and Valasco, two of their best players, who had gone to the University, would be amongst the representatives of that institution in the approaching season. Under those circumstances he thought that they might give up the idea of entering the First Division this year, but in order that the College might not be totally unrepresented on the League, he thought that a team should be entered for the Second Division competition. This team, with but very few exceptions, would be composed of new material, and would require a substantial amount of training to put it into League fighting trim. They should not expect too much from their new team, who, of course, could not be compared with some of the veterans who made their mark in the football history of the College in previous years, but he thought that every endeavour should be made to put up a stiff fight for the prize. At any rate the team would serve to keep the College colours flying until better times returned, which, he sincerely hoped, would not be later than a year hence. In the meanwhile they would have the satisfaction of having done their best in spite of adverse circumstances.

A Popular Organiser.

Mr. C. Van-Lee said that the circumstances were to be deeply regretted, but as their hon. secretary had pointed out, they could not be helped. It was an unfortunate fact that these should follow the departure of their popular organiser, the Rev. Bro. Alphonsus from the Colony. It was chiefly due to the energy of their late Chairman that the Club had attained the high position it achieved in recent years, and he hoped that the natural feeling of disappointment which followed the departure would not have an adverse effect on the unity and loyalty of the Club. They had in the Rev. Brother Cassin an able successor to the Chairmanship who deserved every support that they could render for his efforts at maintaining the high position of the Club (hear, hear).

The financial position of the Club was then discussed after which a resolution not to enter a team in the First Division, was unanimously approved on being moved by Mr. Cordeiro, seconded by Mr. A. Rahim.

It was mentioned that when the time arrived every effort would be made to organize a team to compete in the shield competition in addition to the team for the Second Division of the League.

The newly-formed Recreation Club came in for discussion, and it was stated that hopes were entertained of setting the Club on a strong footing by the enlistment of the pupils and former pupils of the College.

The proceedings terminated with a vote of thanks to the Chairman and the hon. Secretary.

A DIFFICULT MATTER.

The Control Of Truck Coolies.

Mr. N. L. Denny appeared at the Magistracy yesterday to defend eleven licensed truck drivers who were summoned for wheeling their vehicles on the wrong side of the road in Morrison Hill Road.

Mr. Denny said his Worship probably knew that the summons had been issued in connection with the work now being done in Farm Lot 50, near the Happy Retreat, which was being levelled. The contractor who undertook the work, having to dump the excavated materials into the sea, had to engage trucks to take the earth from Happy Retreat to the foreshore of Praya East along Morrison Hill Road. About 150 trucks were engaged per day, and each truck required four or five men to pull. To supervise the work was a matter of considerable difficulty, as, for instance, in several of the summonses there were certain places like the Hongkong Jockey Club and the monument which the coolies should not have passed. Mr. Denny asked his Worship to deal with the case lightly in view of the fact that in a big piece of labour like this it was very hard to control the coolies. Orders had been given by the contractor to the owners of the truck and the coolies not to break the rule of the road, but apparently the coolies had not obeyed them. Mr. Denny said that if his Worship would warn defendants that stringent measures would be taken if offences of this nature happened again he would be helping the contractor and the truck-owners.

Five truck farmers appeared to answer the summonses.

When asked by the Magistrate (Mr. Lindell), Inspector Garrod said the police had no remarks to offer. The contractor hired the trucks from defendants.

The Magistrate: So that really the truck owners had practically nothing to do with the case. They did not engage the coolies. The contractor engaged them.

Inspector Garrod: Yes, Mr. Denny said he thought the owners were responsible.

The Magistrate explained that summonses were served on licensed drivers through the owners. He imposed a fine of \$5 for each truck.

protect themselves against flies.

These are as follows:—

Anti-fly Measures.

Traps: (a) Japanese mechanical trap. (b) Tanglefoot spread on glazed paper or other unabsorbent surface.

Poison:—Milk 20%, Lime water 77%, Formalin 8%. Mix and add one teaspoonful of sugar to one soup plate full of the mixture. Place a small cube of bread to form an island for flies to alight on in the middle of the plate.

Guarding refuse etc.: (a) Latrines.—Keep contents of night soil pans covered with 1% solution of a disinfectant such as Sanitol, Okol or Izal. (b) Ash bins.—See that they are sound and kept covered. Food protection: Have all food in pantries protected by fly proof safes or covers e.g. wire gauze covers.

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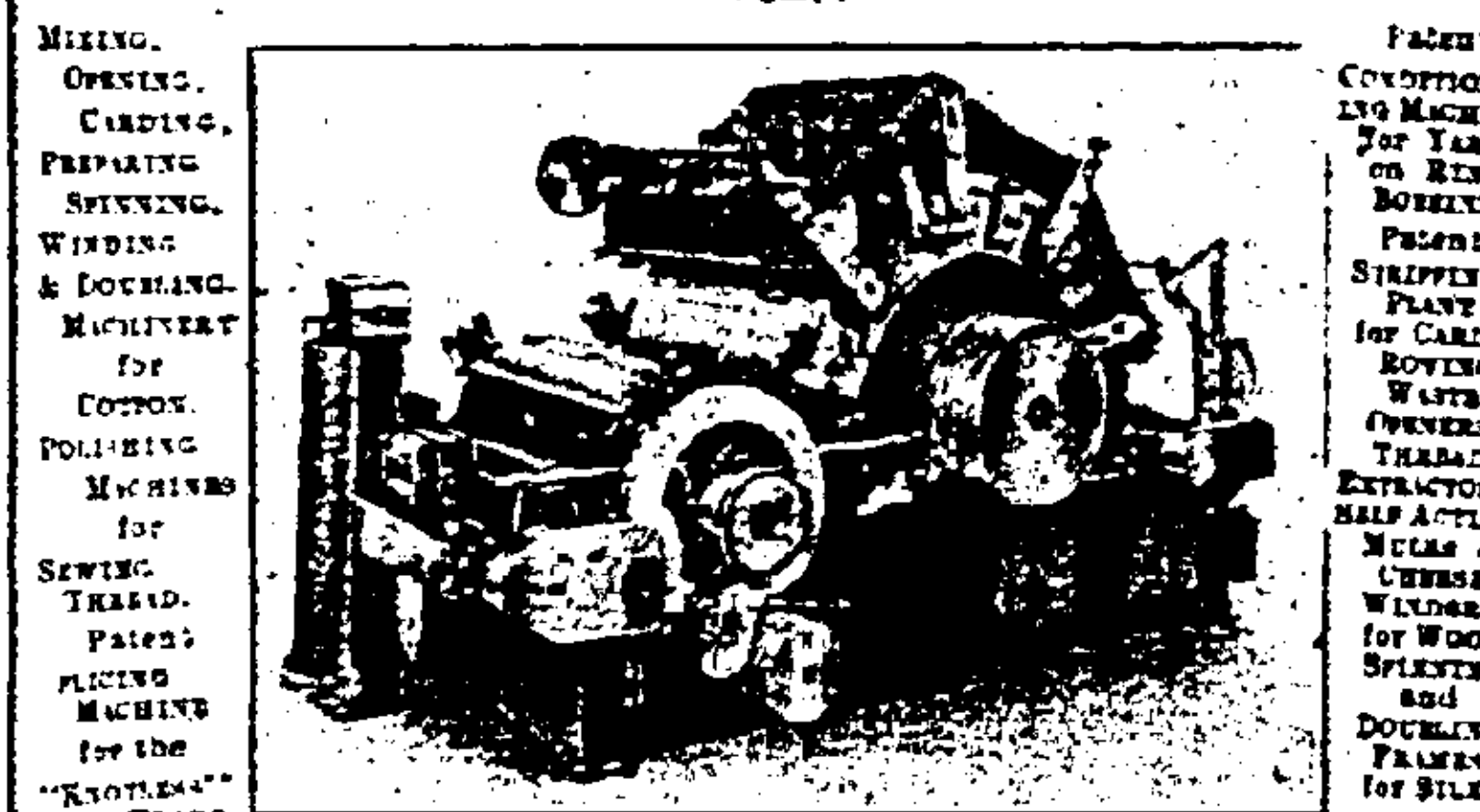
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TO LET.—4 Large, bright, airy offices, centrally located.—Apply Box 611 c/o Hongkong Telegraph.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 13th Oct., 1921

commencing at 3 p.m.

at the premises of the United Motor Co. Ltd., Kowloon

One Hood Tractor

Weight: 2500 lbs.

Motor 22.5 H.P. delivering 49

H.P. to rear wheels

Speed 10 Miles per Hour

Body: Platform body, Standard

4 x 6 feet

Carrying Capacity: One and

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Terms: Cash on delivery

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THE Undersigned have received

instructions to sell by Public

Auction on

Saturday, the 15th Oct., 1921

at 12 o'clock noon

at their Sales Rooms, Duddell

Street.

2 Pairs Black Ducks

3 Geese

3 Turkeys

1 White Brahma Cock

5 White Brahma Hens

2 Brown Brahma Hens

1 White Leghorn Cockerel

6 White Leghorn Pullets

2 White Leghorn Cocks

3 White Leghorn Hens

3 Brown Leghorn Pullets

1 Brown Leghorn Cockerel

1 Pen Chinese Chickens

2 White Rabbits

2 Chicken coups and wire runs

(all the Leghorns are pedigree

birds)

On view on day of sale

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LAMBERT BROS.

Auctioneers.

NOTICE.

Owners of Motor vehicles are requested to apply at the vehicle licensing office, Central Police Station, for an enamel Motor Vehicle licence number plate.

In future, the registration number plates will be—

(1) Motor cars—Enamel plate

on the back of the car.

Original plate on the front of

the car.

(2) Motor Cycles—Enamel plate

on the front of the cycle.

Original plate on the back of

the cycle.

It is requested that one of the

original number plates now in

use shall be returned to the

licensing office in exchange for

the enamel number plate.

E. D. C. WOLFE,

Captain Superintendent of Police,

Hongkong, October 6th, 1921.

HARBOUR RACE.

Monday, 24th, Ladies.

Tuesday, 25th, Gentlemen.

Both Races will start

at 5.15 sharp.

ENTRANCE FEE \$1.

Entries close to the Hon. Sec.

on Thursday, 20th inst.

To be followed on the evening

of the 25th by a

CARNIVAL

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Admission to Carnival \$1.

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IN THE SUPREME COURT OF

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IN THE MATTER of

THE HONGKONG

HOTEL COMPANY

LIMITED.

and

IN THE MATTER of

the Hongkong Com-

pany's Ordinances

1911-1921.

NOTICE IS HEREBY GIVEN

that a Petition was on the 24th

day of September 1921 presented

to the Supreme Court of Hong-

Kong by the above named

Company to confirm an alteration

proposed to be effected by a

Special Resolution of the said

Company unanimously passed at

an Extraordinary General Meet-

ing of the said Company held on

the 27th day of July 1921 and

subsequently unanimously con-

firmed at an Extraordinary Gen-

eral Meeting of the said Company

held on the 13th day of August

1921 and which Resolution runs

as follows:—

"That the provisions of

the Company's Memor-

andum of Association

with respect to its objects

be altered so as to read

as shown in the print

signed for the purpose of

identification by the

Chairman of this meet-

ing."

AND NOTICE IS FURTHER

GIVEN that the said Petition is

directed to be heard before His

Honour the Chief Justice on

Wednesday the 26th day of

October 1921 at 10.30 o'clock in

the forenoon and any person

interested in the said Company

whether as Creditor or otherwise

desiring to oppose the making of

an Order for the confirmation

of the said alteration under the

above Ordinances should appear

at the time of hearing by himself

or his Counsel for the purpose.

A copy of the said Petition

will be furnished to any such

person requiring the same by the

undersigned, the said Company's

Solicitors on payment of the

regulated charge for the same.

Dated the 5th day of October 1921.

DEACON, LOOKER, DEACON

& HARSTON,

1, Des Voeux Road Central,

Hongkong,

Solicitors for the said Company.

A GALLANT FRENCH

COMMANDER.

General de Maud'huy, who

commanded the 10th. French

Army, which was on the right of

the British during the first Battle

of Ypres and after, has died at

the age of 64. Of him Lord French

wrote in his book "1914":—"De

Maud'huy was among the best

French commanders that France

had produced in the war. He was

of a most cheerful and buoyant

temperament and a bon camarade

in every sense of the word."

De Maud'huy issued a moving

General Order to his Army on the

death of Lord Roberts in the

field in November 1914 and attended

the great Field-Marshal's funeral

services.

TO-DAY'S

MISCELLANY.

Rear-Admiral Aubrey Smith, who became naval adviser to Greece, is 49, and a member of the famous banking family of Smith, of Mount Clare, Rochester. He was appointed Naval Attaché at Petrograd in 1908, and was appointed to the command of the cruiser Drake when the war broke out. More recently he served as commodore on the South America and Pacific station, and he has also Admiralty experience, so that he is well equipped for his new work.

Bolton Abbey, where the King saw "The Twelfth" usher in the sportsmen's festival, is an unpretentious but charming house, which has sheltered both his Majesty and King Edward as guests of the present Duke of Devonshire and his predecessor. Actually it is nothing but a shooting box, but there are few small houses more beautifully situated. The name is secured from the old Bolton Abbey, the remains of which are but a few yards from the house. It stands on the bank of the Wharf at the point where the fine part of the dale through which the river runs comes—gloriously wooded slopes stretching up from the rapid stream to the moors above.

At a popular South Coast resort an aged hawker, with little of the bards of old in his make-up has found a poet's licence "good business." His wares are tendered with an appropriate rhyme, which has been carefully prepared and frequently used. But to prove his affluence genuine the old man extemporises rhymed comments on his clients' remark. A lady who frankly confessed to an empty purse was met with a flash of inspiration, as follows:—It seems to me uncommonly funny To come to the sea without any money.

One of the commercial poet's stock recitations is a true account of his long experience of wedded bliss, extending over 40 years.

Sir Henry Wood, who has resumed his wizard's baton in Queen's Hall, is a widely known as a teacher of singing—the only art in which he gives private instruction. Inheriting a fine voice from his father, who was a church solo tenor, Sir Henry studied under 11 different teachers, only two of whom, he declares, did much to help him. One of these was the famous Garcia. In his music library Sir Henry has a collection of works running into thousands, each of which he has personally edited. In his few hours of leisure he proves himself an accomplished painter in oils. Asked his opinion of the impressionists, he once told a friend that he went straight from their shows to the National Gallery "to get the taste out of his mouth."

It would seem that an old and picturesque industry is in danger of radical change, if not extinction; and as it concerns woman labour more may be heard about it. Those who have watched the Scots herring lassies at work, opening and cleaning the fish to be smoked into kippers will agree that it is a picturesque sight. These girls, following the north-east fishing fleet as it comes southward along the coast, bring their industrial asset with them; and the celerity with which they perform the simple office of ripping and sluicing the fish, coupled with a certain spirit of happy content, has established them as favourites. Now, it is stated, a machine has been invented which will do the work with all the perfection that is usually claimed for machinery over hand toil.

If Welshmen were as fertile in names as in resources it would save the rest of the world some trouble. There is Mr. Llewellyn Williams, for instance, who fought the Cardigan election. And now another Llewellyn Williams has appeared on the scene. But he, true to the Welsh tradition of admitting as little variety into names as possible, is a Williams Llewellyn Williams. Now Williams Llewellyn Williams is a Reverend and a Coalitionist, and Llewellyn Williams is a K.C. and an Independent Liberal. So when Williams Llewellyn Williams stands as a Coalitionist, for election to the general committee of the National Liberal Club it ought to be quite plain that he is not, as some careless people seem to have imagined, the Llewellyn Williams, K.C., who fought at Cardigan.

CHINESE NEWS.

Our Canton correspondent reports that President Sun Yat-sen has declared that he will send three regiments to Hunan on the 15th, and that other forces will follow soon.

A Peking telegram says that the Portuguese Minister, in view of the fact that his country has been invited to the Pacific Conference, will have the Macao delimitation question submitted to that assembly. Another report states that the Minister will visit Macao before going to Washington.

Yen Wai-ching, the chief delegate to the Pacific Conference, will leave Peking on the 12th. (to-day.)

A Shanghai telegram says that Szechuen troops have retreated to Patung, and that Wu Pui-foo has given them three days in which to clear out from the Hupeh territory; otherwise the Chihli forces will march into Szechuen.

RELEASE OF A

MISSIONARY.

Mr. Parker's Detention by

Yunnanese Bandits.

The capture by brigands of Mr. Parker, the missionary, near Yunnanfu in August was followed by a communication from the bandit chief to the Yunnan authorities to the effect: that their prisoner would be killed unless the whole body of the bandits were taken over by the military authorities and incorporated in the regular forces of that province. The Yunnan, however, looked upon the threat as a harmless attempt at bluffing the authorities and sent one of his generals to inform the bandits that if harm were done to Mr. Parker, he would hunt all the bandits down at once and execute them summarily.

More than a month passed after the capture of the missionary. During that period his friends were extremely anxious, for but little news was received regarding him, while the Yunnan officer merely reported that he would be successful in his mission. The bandits at first peremptorily refused to liberate their prisoner, and then submitted other terms which were not acceptable to the authorities. A period of two weeks then passed in which no news was received. It is surmised that the Yunnan General resorted to military preparations against the bandits, for on September 25 it was reported that Mr. Parker had been rescued.

CENTENARIAN'S HEARTY

BIRTHDAY MEAL.

Spurgeon's Aunt Has An

Old-fashioned Dinner.

Mrs. Amelia Spurgeon, aunt of the Rev. Charles H. Spurgeon has celebrated her 102nd birthday at her home near Pease. She was born at Coggeshall, Essex.

She had a real old-fashioned Essex dinner. Beginning with plain sweet pudding with gravy.

Mr. Spurgeon followed it with some chicken, and then had apple tart and custard.

She was the oldest of a family of five, and she has a brother and sister still living. Mrs. Spurgeon receives the old age pension and £20 a year grant from the Agricultural Benevolent Institution. Yesterday she was notified that that grant will be increased to £25.

WITHOUT PREJUDICE.

A plaintiff at Pow was asked if he served the summons on the defendant at home. Plaintiff—No—as he was booking with his sweetheart for the Margate boat.

Heard at Chertsey County Court—I have seen you intoxicated hundreds of times. The reply—I defy you to honour that remark, sir.

Looking very limp, a derbitor was asked in Bow County Court if he intended to make an effort to pay. "What an effort! This weather?" was the retort.

Question in a possession case at Shoreham County Court—Now, is there any real annoyance? Judge Cluer—I see by my notes that she has threatened with murder forty times, so there must have been something doing.

A woman asked the Tottenham Magistrate to send a policeman to caution a neighbour. Mr. Platten expressed the view that the sight of a policeman would make her more wroth. Complainant—No, she always succumbs to uniform.

AMERICA'S PLACE AS A

WORLD POWER.

Entente Cordiale With British

Empire.

As the time for the Disarmament Conference in Washington approaches the people of the United States are beginning to realise the tremendous significance of it, writes the New York correspondent of the Daily Chronicle.

Indeed, it is being pointed out that the gathering will surpass even the Paris Peace Conference in the importance to the world of its probable results. For it is not doubted that in addition to the Pacific and Far Eastern questions, which also figure on the agenda, other vital problems will be considered, it only as preliminary to a second meeting of the delegates.

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 "MACHAON" 22nd Nov. London, Rotterdam & Hamburg

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 "TALHYBIUS" 13th Dec.

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(via Suez or Panama)

"EURYMACHUS" 14th October, via Suez

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For space and particulars please apply to

THORESEN & CO.,
Agents.SECESSIONS FROM MINERS'
FEDERATION.Seven Thousand Members
Join New Union.

The secession movement in
 South Wales from the Miners'
 Federation is growing apace.
 The executive of the South
 Wales Mechanical and Surface
 Workers' Union, who have
 broken away from the
 federation, have received re-
 ports as to the progress of
 the movement in the districts.

From these it appeared that 57
 branches of the union had been
 formed with practically 7,000
 members.

Letters were also received from
 the National Engine-men, Stokers,
 and Electrical Trades Union
 seeking affiliation with the new
 union, and a like appeal was
 received from the Forest of Dean.
 These three appeals were left
 over for a future meeting.

BRITISH ALPINE WAR HEROES.
 In memory of the British mem-
 bers of the Swiss Alpine Club
 who fell in the war, a bronze
 memorial was unveiled at the
 Cabane Britannia, Saas Fee,
 recently.

AIR PARCEL POST TO BE
CHEAPER.Reduction of 3d. Per Lb. For
Delivery in Paris.

A reduction of 3d. per lb. in the
 postal rates for parcels sent by air
 from England to Paris is an-
 nounced by the Postmaster
 General. The rate was previously
 fixed (only a few weeks ago) at
 1s. 1d. plus the usual inland
 postage.

This "cut" has been made
 possible by the reduced charges
 of the air companies for con-
 veyance between Croydon and
 Paris.

It has come into operation,
 together with a new arrangement,
 by which parcels sent by air post
 will be delivered at the house of
 the addressee on payment of the
 small extra charge usually made
 for such delivery.

In future delivery should norma-
 lly be made on the day of
 despatch from London.

MELBOURNE'S NEW ARCHBISHOP.
 Rev. Harrington Lees, vicar of
 St. Mary's Parish Church,
 Swansea, has accepted the
 Archbishopric of Melbourne,
 Australia.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
 AND
 CHINA MUTUAL STEAM
 NAVIGATION CO., LTD.

Consignees per Company's
 Steamer "HYSON"

are hereby notified that the Cargo
 will be discharged into Holt's
 Wharf, Kowloon, where it will lie
 at Consignees' risk and subject to
 terms and conditions of storage
 at Holt's wharf. The Cargo will
 be ready for delivery from Go-
 down on and after 11th Oct.

Optional cargo will be landed,
 unless notice has been given prior
 to steamer's arrival.

All broken, chafed, and damag-
 ed goods are to be left in the
 Godowns, where they will be
 examined on any Tuesdays and
 Fridays between the hours of
 10.45 a.m. and noon within the
 free storage period.

No claims will be admitted
 after the Goods have left the
 steamer's Godown, and all Goods
 remaining undelivered after the
 17th October, will be subject to
 rent.

All Claims against the Steamer
 must be presented to the under-
 signed on or before the 31st Oct.,
 or they will not be recognized.

No Fire Insurance will be
 effected.

BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 11th Oct., 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.
 From YOKOHAMA via KOBE,
 DAIREN & SHANGHAI.

The Company's Steamship
 "ALTAI MARU."

having arrived from the above
 ports. Consignees of Cargo
 are hereby notified that their
 goods are being landed and placed
 at their risk in the Hongkong and
 Kowloon Wharf and Godown
 Company's Godowns at Kowloon,
 where delivery can be obtained
 as soon as the goods are landed.

Goods not cleared by the 15th
 Oct., 1921 will be subject to rent.

Damaged packages must be
 left in the Godowns for examina-
 tion by the Consignees' repre-
 sentative and the Company's
 Surveyors, Messrs. Goddard and
 Douglas, at 10 a.m. on Wednesday
 and Saturday. All claims must
 be presented within Ten days of
 the steamer's arrival here, after
 which date they cannot be re-
 cognized. No claim will be ad-
 mitted after the goods have left
 the Godowns.

No fire insurance whatever
 will be effected.

Consignees are requested to
 send in their Bills of Lading for
 countersignatures immediately.

OSAKA SHOSEN KAISHA,
 Y. YASUDA,
 Manager.

Hongkong, 9th October, 1921.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From YOKOHAMA via
 KOBE AND NAGASAKI.

The Company's Steamship
 "SEATTLE MARU"

having arrived from the above
 ports. Consignees of Cargo
 are hereby notified that their
 goods are being landed and placed
 at their risk in the Hongkong and
 Kowloon Wharf and Godown
 Company's Godowns at Kowloon,
 where delivery can be obtained
 as soon as the goods are landed.

Goods not cleared by the 15th
 Oct., 1921 will be subject to rent.

Damaged packages must be
 left in the Godowns for examina-
 tion by the Consignees' repre-
 sentative and the Company's
 Surveyors, Messrs. Goddard and
 Douglas, at 10 a.m. on Wednes-
 day and Saturday. All Claims
 must be presented within Ten
 days of the steamer's arrival here,
 after which date they cannot be
 recognized. No claim will be ad-
 mitted after the goods have
 left the Godowns.

No fire insurance whatever will
 be effected.

Consignees are requested to
 send in their Bills of Lading for
 countersignatures immediately.

OSAKA SHOSEN KAISHA,
 Y. YASUDA,
 Manager.

Hongkong, 9th October, 1921.

RUSSIAN AMBASSADOR TO TOKYO.

A Tokyo message says: M. B.
 Krupensky, the Russian Ambassa-
 dor, and a member of the Diplomatic
 Corps, is resigning his post, and
 will leave for Europe not later
 than January 1. This decision is
 the result of his having no desire
 to remain in Tokyo in an un-
 official capacity.

M. Krupensky was appointed in March,
 1916, and upheld the Embassy
 against the Bolsheviks. He
 recovered his status under the
 Kolchak regime. He is succeed-
 ed by M. Dimitry Abrikosoff, the
 Councillor, as Charge d'Affaires.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

The Steamship
 "KAMAKURA MARU."

having arrived from the above
 ports. Consignees of Cargo are
 hereby informed that their Goods
 are being landed and placed at
 their risk in the Hongkong and
 Kowloon Wharf and Godown
 Company's Godowns at Kowloon,
 where each consignment will be
 sorted out mark by mark and de-
 livery can be obtained as soon
 as the Goods are landed.

Optional Goods will be carried
 on unless instructions are given
 to the contrary before Noon, To-
 day.

Goods not cleared by the 15th
 Oct., 1921, will be subject to
 rent.

Damaged packages must be
 left in the Godowns for examina-
 tion by the Consignees' and the
 Co.'s representatives at an ap-
 pointed hour on Tuesday and
 Friday. All claims must be pre-
 sented within ten days of the
 steamer's arrival here, after
 which date they cannot be re-
 cognized. No claims will be ad-
 mitted after the goods have left
 the Godowns.

NIPPON YUSEN KAISHA,
 Agents.
 Hongkong, 11th Oct., 1921.

MOSQUITO PLAGUE
PUZZLE.

Paying with our Blood for
 Swallows' Absence.

Scientists at Home are puzzled
 over the prevailing plague of
 mosquitoes.

Seeing that the early stages of
 these insects are spent in water,
 writes the *Daily Chronicle* it
 would naturally be supposed that
 with the drying up of pools and
 ponds owing to the drought, their
 numbers would be considerably
 diminished.

Such was the view of an
 official of the entomological
 branch of the Natural History
 Museum, but continues that
 journal, it would be diffi-
 cult to convince country rambles
 that this is the case, for most of
 them return with visible evidence
 to the contrary.

Perhaps the dwindling number
 of swallow immigrants yearly is
 upsetting the balance of nature
 in these islands!

NOT MORE NUMEROUS.

According to an authority at
 the Imperial Bureau of
 Entomology, mosquitoes have
 not been more numerous this
 season than usual, but more
 than "Dry weather sent them
 after our blood because they
 could not satisfy their thirst
 elsewhere," he said.

Rev. G. Wheeler, recently hon-
 sec. of the London Entomological
 Society, advises that all water-
 butts should be kept covered.

"In times of drought," he said,
 "mosquitoes are particularly apt
 to visit such places for the purpose
 of laying their eggs, with the
 result that residents near by suffer
 in consequence."

Paraffin poured upon the
 surface of the water is one of the
 best precautionary measures.
 This and more drastic action, on
 tropical lines, is being taken by
 the authorities of Haying Island,
 which is at present badly infested
 by these quitoes.

MARITIME PROVINCE INDUSTRY.

A Vladivostok message says:—
 According to the Government
 Press Bureau, Russian capitalists
 in Belgium are offering to
 invest capital in the Maritime
 Province if the Government
 guarantees its safety from the
 Bolsheviks.

CHINA'S WORK IN THE
LEAGUE.

Interview With Dr.
 Wellington Koo.

Dr. Wellington Koo, interview-
 ed at Geneva by Reuter, said the
 honours which had come to him
 from the League of Nations as
 President of the Council and
 Acting Chairman at the opening
 of the Second Assembly, were
 really honours bestowed on China.
 He was glad these honours had
 been playing a very great part in
 the League ever since she entered
 it.

He recalled the important part
 taken by China's delegate in the
 deliberations of the first Assem-
 bly, and pointed out that China
 was at present represented on
 the Council of the League and
 also on the Committees dealing
 with military, naval and aerial
 affairs, the opium traffic, amend-
 ments to the Covenant, and
 transit and communications.
 China had also taken part in
 several international conferences
 under the auspices of the League.
 China's representative had acted
 as reporter to the Council of the
 League in regard to the adminis-
 tration of the Saar region, the
 organization of the Secretariat
 and finance of the League and
 the opium problem, while he (Dr.
 Koo) was a member of the com-
 mittee on Upper Silesia.

CHINESE PUBLIC OPINION.

China's active participation in
 the work of the League became
 her, not only as a great country,
 but because the spirit of the
 League was essentially the spirit
 of the Chinese people, who were
 very great lovers of peace.
 Chinese civilization had been
 built up on the central idea of
 upholding the supremacy of right
 and reason over force and might.
 He was glad to note the increas-
 ing interest of the Chinese press
 in the League, because the con-
 tinued success of the League de-
 pended primarily on the support
 of public opinion in all countries.

Dr. Koo said there were at
 least two questions before the
 present Assembly which greatly
 interested the Chinese, viz., dis-
 armament and the International
 Court of Justice. China natural-
 ly wished a rapid reduction
 of armaments, which would
 promote peace, and also the
 speedy establishment of the Per-
 manent Tribunal of International
 Justice, inasmuch as such a court
 would go a long way towards pre-
 venting wars.

Dr. Koo hoped soon to report
 the completion of China's ratifica-
 tion of this court.

TERRITORIAL INTEGRITY.

He mentioned among the mat-
 ters specially interesting to China
 the amendments to Articles 21 and
 10 of the Covenant, (the former
 affecting the validity of such inter-
 national obligations as the
 Monroe Doctrine for securing
 peace, and the latter the obligation
 of members of the League to
 respect the territorial integrity
 and independence of all its mem-
 bers). Other matters were the
 election of judges to the In-
 ternational Court of Justice, the
 appointment of non-permanent
 members of the Council of the
 League, and the opium question.
 He hoped for a satisfactory
 outcome of all these questions.

SHANGHAI COUNTERFEITERS.

A well-equipped and appar-
 ently prosperous gang of coiners
 fell into the hands of the police
 last week as the result of a raid on a
 Chinese house in North Kiangsoo
 Road, Shanghai. The raid was
 so well carried out that 20 mem-
 bers of the gang were caught at
 work when the police entered the
 premises armed with a warrant.
 A large room on the ground floor
 was very completely equipped
 with a variety of machines for
 the manufacture of counterfeit
 coins, chiefly 20 cent pieces, and
 the tables were strewn with dis-

ENGLAND LINKED
WITH CAIRO.

First of The Empire
 Wireless Stations.

From the Oxfordshire hilltop
 at Leafield, which looks across
 five counties, wireless messages
 were, in August, sent out over a
 radius of 3,000 miles.

Thus with little ceremony; but
 with every evidence of efficiency,
 was opened the first of the
 stations which are to be links in
 the Imperial wireless chain.

Mr. F. G. Kellaway, the Post-
 master-General, with several
 business men who are acting on
 the Advisory Committee, first
 viewed the installation.

The ten 300ft. tubular steel
 masts were erected here before
 the war, by the Marconi Com-
 pany, and the site has since been
 taken over by the Post Office.
 The station is fully equipped
 with power generating plant, and
 the system of transmission is that
 known as the Elwell-Poulson arc.
 Every engine, machine, and
 instrument is in duplicate to
 avoid trouble if one set should
 break down.

TRANSMITTING A MESSAGE.

In one room a telegraphist was
 rattling and clicking with a key,
 and in a room above was all that
 eye and ear can detect of a
 message in transmission—leaping
 white flames that dazzled in the
 strong sunlight with a crackle
 and thudding as if all
 the power in the sta-
 tion was rattling its chains to get
 loose.

From the window we looked
 across far stretches of meadow
 and woodland, with a little village
 and church of old grey stone
 nestling among trees, and a few
 sheep grazing in the shadow of
 the tall masts that crown this
 hill. With these scenes of a
 peaceful English countryside
 before one it was difficult to be-
 lieve that these crackling and
 stamping white flames in the
 little room were flinging into
 space messages that would be
 picked up 3,000 miles away.

The message sent was—

"The Postmaster-General sends
 greetings to all British stations
 within range on the occasion of
 the completion of this, the first
 station of the Imperial Wireless
 Chain, and trusts that the station
 will help to knit still closer the
 bonds which bind together the
 different parts of the Empire."

A similar message was also
 sent to all foreign stations.

REPLIES FROM MANY
COUNTRIES.

Replies were received within a
 very short time, the French
 Minister of Telegraphs and the
 Director General of Swedish
 Telegraphs sending congratula-
 tions and good wishes.

Of special interest was a
 prompt message of thanks for the
 greeting from the State post-
 master at Berlin. Malta also
 replied within a few minutes.

This station at Leafield is in-
 tended chiefly to communicate
 with the station at Cairo, now
 nearing completion. Further links
 in the chain will be East Africa,
 South Africa, India, Singapore,
 Australia, and Hongkong.

Until the Imperial chain is
 complete the Leafield station will
 be used for communication with
 European stations and for send-
 ing out services of news broad-
 cast for foreign countries to pick
 up, and for ships at sea.

stamps and a quantity of coins in
 various stages of manufacture.
 The police collected 1,061 20-cent
 pieces, and also a number of
 counterfeit British gold coins,
 sovereigns and half sovereigns.
 The place was obviously the head-
 quarters of the gang, an upstairs
 room being fitted with sleeping
 berths, 22 in number, whilst a
 small safe was found to contain
 £1,034 in notes, and two shoes of
 silver sycee.

FRECKLES AND HIS FRIENDS

If It's Just the Same to You, Pop!

BY BLOSSER



FOR THE BABY.

BABY SOAP.
Violette
Allen & Hanbury's
Johnson & Johnson

BABY TOILET POWDER.
Mennen's
Johnson & Johnson
Watson's Violet Powder.

FEEDING BOTTLES.
Allen & Hanbury's
Faultless
Maw's
Nestle's
Burgoyne's Perfect
Kadney
Cameronia.

STERILIZERS & BOTTLES.
BABY COMFORTERS.
SOFT HAIR BRUSHES.
PUFF BOXES.

A.S. WATSON & CO., LTD.

(ESTABLISHED 1841)

Hongkong Dispensary.
Phone No. 16.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 12, 1921.

A LESSON FROM SINKIANG.

An article in the *North China Daily News* based upon a visit to the outlying province of Sinkiang contains matter for thought in relation to the treatment meted out by China, or by some Chinese, to Europeans who have ceased to enjoy extra-territoriality. The article states that it would seem as if the Chinese authorities there took pleasure in deliberately hounding Russian residents. Peaceful members of that nation, it is said, are for no reason whatever "daily insulted, harassed, and treated like dogs." They are arrested on no demonstrable ground and kept in horrible prisons in company with no less horrible criminals for long periods, untried. It is alleged that a little time ago the provincial officials, for a bribe, allowed the Bolsheviks to enter Tacheng and plunder the Russian refugees to their hearts' content. The interned soldiers, of whom there are a considerable number, are housed like cattle and left without clothes and almost without food. No communication may be sent into the prisons, nor may sick prisoners be attended by a doctor. About 8,000 "White" soldiers recently broke away, and, without provisions of any kind, made for the open country. Some of them may reach Khabarovsk; the others are likely to perish.

This state of affairs, exceedingly deplorable as it is, does not present itself to us in quite the same light as to our contemporary, which speaks of the reprisals in store for China when Russia shall have renewed her strength and be in a position to avenge her persecuted sons and daughters. Remembering the atrocities perpetrated by the Russians in the earlier years of the present century, when the Amur was choked with their victims, it looks as if the Chinese feel that it is for them to practise reprisals. Sinkiang is a good many miles from Manchuria, it is true, but the hand of the Muscovite lay heavy upon Chinese territory in the North at that time and from long before. If memory does not trick us, it was precisely to counteract Russian aggression that Chinese Turkestan was reconstituted as Sinkiang so as to form a buffer province. But our contemporary is no doubt justified in the main, for two wrongs do not make a right, and Chinese retaliation is only too likely to aggravate the case by evoking Russian action of the kind mentioned, thus carrying on the horrible chain of reprisals.

In addition to the common claims of humanity, other Europeans are concerned in this matter by reason of China's insistent demand for the abolition of "extraterritoriality." When the Imperial regime broke down in Russia, China promised the Diplomatic Body that Russians should be treated with every consideration pending the re-establishment of relations with that country. Instead they have been habitually ill-treated not only in distant Sinkiang, but at such places as Harbin in the face of numerous Westerners. The Peking administration, particularly the enlightened Foreign Minister, Dr. Yen, is stated to disapprove strongly, but cannot effectively intervene. This powerlessness should give pause to European advocates of the abolition of "extraterritoriality."

NOTES & COMMENTS.

A Mis-named Act.

We were not in the least surprised to read in the cables yesterday that certain sections of the trading community at Home have been objecting to the Act which is mis-named the Safeguarding Industries Act. Our surprise is rather that all sections of British public opinion have not protested against the political heresy on which the Act is based. In defiance of the very clearly expressed disapproval of Britain's most influential banking group and solely in order to pander to a very small section of people whose mistaken view of patriotism led them to seek to exclude all foreign goods competing with British goods, the Coalition Government passed an Act that is doing much to create the present acute problem of unemployment. We are now told that the schedule of goods under the Act includes very many commodities not made in Britain and not related to any key industries. It is significant that the Chemical Trade Association and the Fancy Goods Section of the London Chamber of Commerce are foremost among those in making the protest because, if we remember aright, it was with the specific object of "protecting" the chemical, dye and toy industries that the Bill was introduced. At least it was on such a ground that its sponsors argued most eloquently. That it should be necessary in this age of unemployment and industrial depression to preach again the gospel of free trade is somewhat of an enigma to ourselves, and the most surprising part of the recent parliamentary action at Home is that the Premier, Mr. Lloyd George, should have been one of those associated with the retrogressive movement. Let us be fair in admitting that there was a time during the war when it was vitally necessary—as a temporary expedient only—to place embargoes on certain goods both coming in and going out of the country, but with the passing of that necessity there should have been enough foresight to have seen that a speedy reversion to the old status of free trade was the sovereign remedy for the industrial chaos in which the world has since found itself.

Open Doors Wanted.

In fact it can be argued with some measure of tenability that the unemployment problem now harassing the world's statesmen had its roots partly in the Government restrictions on trading during the war period. It is true that the industrial depression is largely due to the unsettled political condition of Europe and of the world in general, but if all nations had thrown open their doors to admit of a natural flow of products and to admit also of that competition which is trade's life-blood it is questionable whether the labours of men would not have remained in very steady demand. In the matter of prices the already tax-burdened people would have found great relief, manufacturers would not have been able to continue reaping the big profits they made during the war, and trade and commerce would have automatically gone back to rest upon its very best foundation—that of supply and demand. Distressed Europe would have been a big handicapping factor, no doubt, but the rest of the world and Britain in particular would have had the benefit of sound working principles instead of being hampered. Perhaps it is not yet too late to hope for a reversion of policy. The Premier yesterday was due to meet a deputation of Labour members on the question of unemployment and this fact, coupled with the protest of the trading community mentioned above, should be enough to convince Mr. Lloyd George of the error of past ways. Labour politicians have been amongst the strongest advocates of free trade, because they have always realised that the welfare of the workers rests upon unhampered commerce. If Viscount Grey joins actively in the political group of which Mr. Asquith is the head and with which such a well-known Liberal as Sir John Simon and others are identified, it might just be that opposition to the measure will be such that the hands of the Government will be forced. (We cannot study contemporary facts without realising that the Government proceeded on a fundamentally bad path when it scrapped—in the guise of special legislation to meet special circumstances—England's proved policy of free and unfettered trade.)

DAY BY DAY.

PERFECT VALOUR IS TO DO WITHOUT WITNESSES WHAT ONE WOULD DO BEFORE ALL THE WORLD.—*Rockefoucauld.*

Over the week-end there were two cases of enteric fever (one, fatal) and one case of paratyphoid fever.

The health returns for the week ending Saturday last showed that there was no death during the period from notifiable disease. There were seven cases of paratyphoid fever and two cases of enteric fever. Six Chinese died from influenza.

The case in which Messrs. P.A. Lapicque and Company, as the owners of the Hanoi, were summoned for allowing their vessel to be used for the conveyance of illicit opium, has been adjourned until the 19th, instant at which date the Hanoi is expected to return here.

In connection with the armed attack on two men and a woman at the Kowloon Garage of the Dragon Motor Car Company, an arrest has been made by the police. The prisoner was brought up before Mr. G.N. Orme at the Police Court this morning, and after a statement was put in that the male victims are still in Hospital, a remand was ordered.

Burglars last night entered an upper floor of No. 26 Wing Lok Street through the faultlight above the verandah window and stole clothing, money and jewellery to the total value of \$435. The alarm was given and the burglars climbed down the drainpipe, but one of them was subsequently arrested by the police and when searched, property to the extent of \$20 was recovered from him.

On behalf of Mander Brothers, of Wolverhampton, England, Mr. H. L. Denny's summoned a Chinese named Chuck Lee, 84, Wellington Street, at the Police Court this morning for having in his possession for sale or for the purpose of sale certain printing ink to which a false trade description had been applied. The case was adjourned until to-morrow morning on Mr. Denny's application.

At the Hongkong Theatre commencing this evening, is being shown a very attractive film of the frozen wastes of the great northwest, entitled "Bullet Proof." It tells of the doings of an outlaw tribe and the pictures is a very happy mixture of adventure and romance. Harry Carey is the author and he has again demonstrated his artistry in the pictorial setting of a human story. There should be big houses.

A wedding of particular local interest is due to take place this afternoon at St. John's Cathedral. Mr. John Roskruse Wood, who lately vacated the post of Puisne Judge to go on leave to be married to Miss Gladys F. Kember, daughter of Mrs. Kember, of Bedford Park, London and of the late Mr. Harold Harold. The bride will be given away by the Hon. Attorney General, Mr. J. H. Kemp, K. C., C.B.E., and Mrs. Kemp will act as hostess at the subsequent reception. The honeymoon will be spent in Japan.

Mr. John D. Rockefeller Jr. accompanied by Mrs. and Miss Rockefeller and party returned from Canton yesterday and resumed their stay at the Hongkong Hotel. During their stay at Canton Mr. Rockefeller took up his quarters at the Canton Christian College and addressed the students on Sunday afternoon morning service. He called on President Sun Yat-sen yesterday and had luncheon with him before boarding the train for Hongkong. This evening Mr. Rockefeller will be entertained to dinner at Government House for which invitations have been issued to the chief officials and residents of the Colony.

PEKING RICH COOLIES AND TRAM.

The impending advent of trams in Peking has created consternation among the rich coolies. There are 50,000 coolies in the capital, and it is roughly estimated that 150,000 women and children are depending upon them for support. An effort is being made to devise means to improve the condition of the rich coolies and their families.

ROUND THE TOWN.

By "Cadabout."

Never again. Did any of you, dear readers, take a trip up the Peak on Sunday to see how our Chinese friends celebrate the Cheung Yung Festival? I did. I was just settling down to my usual Sunday snooze when a voice over the 'phone suggested a trip to the Colony's highest point to see what was going on. I reluctantly gave up the idea of that forty winks and a few minutes later saw us both at the Peak Tramway Station waiting for a tram. There was a queue there just like those outside the margarine shops at Home during the war and so we gave the tram a miss in baulk, so to speak, and started off to foot-slog it. And what a game. Bumping and jostling and occasionally getting shoved into the gutter, we toiled and sweated and panted up that hill with perspiration oozing out of every pore.

I had dreams of a drop of something rosy when we got to the Hotel, but when we at last reached that altitude my visions of refreshment were soon dispelled, for my companion (I can hardly call him a friend any more) said that as we had come so far we might as well go on to the top. So, on and on, and up and up, we went and even when we got mixed up in the kites and banana skin, etc. he was not satisfied. Lying prostrate on the ground and feeling like a man who has just conquered Everest, I meekly suggested that we should remain a bit and drink in the scenery (there was nothing else to drink in there, anyway). But do you think that would do for him? Oh, dear, no. We had to scramble down the hill-side, which, what with slipping on bits of lichen and one thing and another, was about ten times as bad as going up, and when we at last arrived at the Station, as I strongly protested against any more of the mountaineering business, we had to do a bit more of the scrub work and eventually found ourselves aboard a tram. These holidays are all very well for those that like 'em, but for my part, I prefer just a common or garden Sabbath.

With the sports at the V.R.C. and the races at Happy Valley, I was a bit undecided where to go on Saturday afternoon. I mentally came to the conclusion that the swimming would probably be a far more economical form of amusement, but I was persuaded to try my hand at spotting the winners at the Race Course. What with the ideal weather and the absence of the Sport of Kings in the Colony for the last few months, the fixture drew a fine attendance, and with the ladies in their new frocks, not to mention the stern sex all dressed up spick and span, the course presented a pretty picture. As usual, the favourites were well to the fore, but the "it-might-come-offs" were in full force backing the outsiders and looking for big dividends, and so the pay-outs were not too bad. Of course, the system funds were there too. You see them wandering about making mental calculations, their brows puckered and a fiery gleam in their eyes, having it or doubling it and generally looking worried, but always full of confidence till the last race is over and they come to count up their winnings and discover they are about fifty "bucks" down. But they turn up again at the next meeting with a new system (one that simply can't fail), with smiles on their faces and their souls full of hope.

After the races, dinner and then to the K.C.C. It was quite a jolly little show, but after the concert and considering that it was the last of the season, I must confess, I was a bit disappointed. There was not a bad crowd, considering all things—the dance at Repulse Bay, no doubt robbed the Club of quite a few patrons—but there was nothing like the number that you see at the concert. The Willie Hand excelled themselves, and their mixed grill, or whatever they called it, was a work of art. The bird who can blend hymns A. and M. with the latest jazz is sure some composer (as our cousins across the pond would say) and I shouldn't think it was an easy job mixing the "John Peel" stuff and military marches and rags. The bar did a roaring trade, but I don't think they sold anybody enough to get 'em on doing the light fantastic to the mixture, although it is remarkable how thirsty dancing seems to make some people. Perhaps it is the little bit of salt sea air they get coming across on the ferry.

CHINA COAST OFFICERS.

The Latest Changes.

Mr. L. V. Rowe has been appointed supernumerary second officer, Shengking.
Mr. W. G. Mackenzie, second officer, Chenan, is on reserve.
Mr. A. J. Mandell has been appointed second officer, Chenan.
Mr. A. Macfarlane, chief engineer, Sunning, is on leave.
Mr. J. L. Manthie, from leave, has gone chief engineer, Sunning.
Mr. A. A. Jamieson, chief engineer, Ichang, is on reserve.
Mr. D. W. P. Inglis, second engineer, Ichang, has gone acting chief engineer, same ship.
Mr. J. W. Kennedy, from reserve, has gone second engineer, Ichang.
Mr. T. S. King, from leave, has gone chief officer, Luencho.
Mr. J. H. Davey, acting chief officer, Luencho, has gone second officer, same ship.
Mr. H. W. Chandler, acting master, Yusan, has gone chief officer, Kinging.
Mr. O. V. R. Basham, acting chief officer, Kinging, has gone second officer, same ship.
Mr. E. F. Casey, second officer, Kinging, is on reserve.
Mr. C. Alexandre, chief officer, Loksang, has gone chief officer, Yannis.
Mr. M. Costello, chief officer, Yannis, has gone chief officer, Loksang.
Mr. E. T. Whicker, supernumerary second officer, Yannis, has gone second officer, Loksang.
Mr. C. Fletcher, second officer, Loksang, has gone supernumerary second officer, Yannis.
Mr. H. Fantham, from leave, has gone supernumerary second officer, Yuengsang.
Mr. J. C. Arnot, from leave, has gone supernumerary second officer, Kumsang.
Mr. E. C. W. Hassall, supernumerary second officer, Kumsang, is on leave.
Mr. W. M. H. Adam, third engineer, Koonshing, has gone third engineer, Loongwo.
Mr. W. Murray, third engineer, Loongwo, has gone third engineer, Koonshing.
Mr. L. F. Raks, acting chief officer, Kwanglee, has gone second officer, Hsankong.
Mr. J. Mackellar, chief officer, Kiangshin, has gone chief officer, Kwanglee.
Mr. H. Leamen, from leave, has gone second engineer, Kiangyu.
Captain E. Budge, of the Kwanglee, has resigned.
Mr. G. W. Ellis, chief officer, Kwanglee, has gone acting master, same ship.

MR. RASMUSSEN.

No Word for Eleven Days.

Since his capture by a band of Chinese above Wuchow eleven days ago, no word has been heard locally or in Canton as to the whereabouts of Mr. J. Rasmussen, of the Asiatic Petroleum Company's up-country staff.

European residents in the vicinity of the place on the Bam-boo River, where Mr. Rasmussen was seized, are keeping a sharp lookout for news of him, but so far nothing has been received by the Asiatic Petroleum Company, or the Danish and British Consuls at Canton from the interior.

Rather a pessimistic view of the affair is held in Canton, according to a gentleman who is in close touch with the matter. Hope of recovering the missing man has not been given up, but doubt is being expressed regarding his safety.

Contrary to first reports that the persons holding Mr. Rasmussen had asked for a ransom for his life, it now said that no one has approached any of the parties concerned with information likely to lead to his recovery "in return for a reward." Persons are speculating on the facts of the case and some are advancing the theory that Mr. Rasmussen is not being held by either brigands or kidnappers, for if he were it is thought that a "go-between" would have appeared. So far, it is said, there has been no application for ransom money and because of this the case is being considered in a different light. Another cause for worry is that in an exchange of shots before he was actually overpowered he was slightly wounded in one of the legs. The wound was not a serious one at the time for he was able to walk away with his captors. Although of little danger then if it were treated, the wound, if left untreated, would become a serious one.

Mr. J. C. Laing, chief officer, Kaiping, has gone chief officer, Kwanglee.

Mr. W. E. Earle, second officer, Kaiping, has gone chief officer, same ship.

Mr. R. D. Stanley-Smith, supernumerary second officer, Kaiping, has gone second officer, same ship.

Mr. W. J. Barkus has been appointed supernumerary second officer, Kaiping.—*Shipping and Engineering.*

Between Ourselves

By Robt. MacWhirter.

My head's been full up wi' war all this day. Keep your seals: it's all right. You'll no' need me to tell you when Macao starts to break loose. No, it was the pictures. A terrible business you, right enough.

Come to think of it, it's kind o' weird just how in so many ways war affects us. As a boy when we played soldiers our natural enemies were Russians. I suppose wi' my father it was the French that were routed ofttest in his boyhood days. Going right away back again, the English would naturally be the foe to be chased and harried back o' hedge and green, clean over the Border.

The trouble with a game o' this kind is that ye canna' aye be on the winning side—and there had to be a winning side or the fight often ceased to be a sham. We had our Thin Red Lines, our Almas, our Sevastopol and the Russians never had a ghost o' a chance unless, of course, it was in snow-time and some misgotten Roosky started to insert stones in the middle o' his ammunition.

Time went on and I mind fine wi' my young nephews the scene had shifted to Zululand and it was aye King Cetawayo that got the dirty kick. What makes me mind it fine was that the young devils used to assegaai each other wi' bits o' my fishing rods. Another generation and the Boers were on the losing side, aye on the move. The youthful contestants took to lying on their bellies, taking cover, and rubbing holes in the knees of their pants but Pretoria aye fell in the end. Last year when I was Home it was Jerry who had supplanted them all. Close contact wi' brothers, uncles, and often dad himself, gave zest to a game that often wasna' far short of the real thing in it's intensity. Tommies there had been about aplenty and six years o' that sort o' thing found kids almost soldiers by instinct so the fighting game came easier than ever. That sort o' thing in early life is very hard to live down and makes it all the harder for the League of Nations to make any headway. And wi' this Boys Brigade and Boys Scout cum Cadet sort o' business still going on, it doesn't bring as much nearer to disarmament.

But I had it in mind to tell ye about the picture. Zululand it was, if a few thousand darkies was ony proof. And the subtitles let ye know when ye had to step off at Rorke's Drift and Isanduala and Ulundi. A fine picture indeed and plenty o' flag flapping. The supply o' Union Jacks to take ye picture must have been specially indented for. And every time somebody shot something out of a gun there aye was one handy to wrap himself round in case he died in the process. And the British Army. Fine. The way they marched in column o' route across yon veldt like a four mile long centipede was just grand—for the movies. Not a scout thrown out on either flank, not a care for anything but that the flag was free and on the wiggle. Good old flag. What lives have been sacrificed for thee! What blunders condoned so long you were safe! Emblem of our sacrifice and our carelessness. But makee, we muddled through, and in the end, in hollow square, made our obeisance. And the villain got his then at the same time. As Janet said to the wee yin the bad man aye gets killed in the end. But that was scarcely accurate on this occasion, for as the wee yin said herself, it was through a hole in the tummy that he was made to see the error of his ways.

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STYLEMade of
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SAILING TO-MORROW.

Well-known Persons on the "Russia".

The steamer Empress of Russia, which will leave this port to-morrow at noon for Vancouver and way ports, will take out a large number of passengers. Those who have booked passages, and who are well-known, include Sir Ellis Kadoorie who is going to Shanghai on business.

Mr. C. S. Gubbay, of Messrs. David, Sassoon and Company, also will disembark at Shanghai.

Mr. John F. Harris, a noted architect of New York City, who is on a tour of the Far East to study Chinese and Japanese architecture, will leave for Shanghai in company with his son. After visiting the more important places in the northern city he will leave for Peking and will spend some time there before going on to Japan.

The Shanghai polo players are returning to their homes on the Empress. The party of five comprises Mr. and Mrs. E. H. McMichael, and Messrs. C. C. Boyd, H. G. Robinson and J. F. Brennan.

Mr. B. C. Haile, the Pacific Mail Steamship Company's general traffic manager in the Far East, will return to his headquarters at Shanghai to-morrow.

Another well-known steamship man travelling on the vessel is Mr. W. G. Anderson, auditor of the China Mail Steamship Company, who is going as far as Shanghai.

Mr. John B. Rockefeller, Jr., and his family and party of friends will proceed to Japan, where they will stop over to see

the beauties of the country. They will leave for New York on the Empress of Asia on her next voyage.

Mr. F. A. Pollock, Messrs. Jardine Matheson and Company, is going to Shanghai on the Russia. Mr. O. R. Benson, of Messrs. Carroll Bros., is another passenger for Shanghai.

Mr. John Cochran, of the Union Insurance Company, is going to Vancouver on his way to England.

Mr. W. S. Parcells, purser on the Canadian Pacific steamer Mattawa, is returning to Vancouver after several months' service in these waters.

Dr. L. R. Cole, of Hongkong, has booked to Vancouver on the ship. Mr. J. A. Helbling, of the Foochow office of Messrs. Jardine Matheson and Company, is going home on leave.

Mr. H. G. Lowder, of the Chinese Maritime Customs, Macao, is going on home leave. He will be joined at Shanghai by Mrs. Lowder.

Mr. A. Wilson, Commissioner of Chinese Customs at Canton, also is sailing for home on a holiday. Mrs. Wilson accompanies her husband.

Mr. A. G. Goodchild, of the head office of the Canadian Pacific Company at Montreal, is making the round trip on the Empress of Russia.

Mr. E. S. Correll, who is representing the American Milk Products Corporation, sails for Shanghai.

INDIGESTIBLE ALIEN.

When a Russian witness was called at London Sessions it was stated that he had been in England for 21 years, but in spite of this an interpreter had to be employed.

ON THE WATERFRONT.

New N. Y. K. Steamers.

The three new large passenger steamers being built in Japan for the Nippon Yusen Kaisha European service have been placed on the latest schedule issued by the company. The first of the vessels to be brought into commission will be the Hakone Maru, which will relieve the Kaga Maru, one of the smaller vessels at present in the run. She is now provisionally fixed to sail on her maiden voyage from Yokohama to Europe on November 23. She will be followed by the Haruna Maru and the Hako Maru, her two sister-ships. The first-named vessel will take the place of the Inaba Maru and is down to sail from Yokohama on February 17. The Hako Maru will be the last of the three ships to come on the run, being fixed to leave Yokohama on June 23.

Junk Capsizes.

In the track of shipping on the China Coast, a capsized junk was observed floating in latitude 22 deg. 17 min. north and longitude 114 deg. 34 min. east by the master of the Douglas Lapraik steamer Hai Ching, which reached Hongkong this morning from Swatow. The vessel sailed from there yesterday and reported having experienced a fairly strong breeze and a moderate sea.

Coolies For West Indies.

A shipload of Chinese coolies for the West Indies will leave Hongkong on Friday in the Nemaze steamer Goristan, whose name has just been changed from Gujarat. The vessel will go out a full ship bound for Panama and Jamaica. En route, the vessel will call at Honolulu to replenish her supplies of coal and water.

More Tonnage For China Navigation Co.

The part of the shipbuilding programme of steamers for the China Coast trade of the China Navigation Company being fulfilled at Home is nearly completed. This morning it was learned that two more vessels — the Kingchow and the Kiangsu — will shortly leave the builders' yards for Hongkong. Five ships of the same type and tonnage were ordered by the company at Home and with the delivery of the two mentioned in a few days' time only one ship will remain. The Kingchow is a product of Scott's Greenock yard, while the Kiangsu was built at Dundee by the Caldeon Company. They will leave the yards for the outward passage sometime this month, it is expected. The last of the five will be ready for service in November.

Put Back To Port.

The Japanese steamer Shokiku Maru put back to port this morning because of bunker coal of a poor quality and owing to the stress of weather outside. The small vessel sailed yesterday morning for Takao, Formosa, but she was unable to make much progress against a strong gale as sufficient steam could not be raised with the inferior coal in the bunkers. She is sailing to the local agency of Messrs. Suzuki and Company.

At Court.

Nearly \$50 was collected at the Marine Court this morning within a few minutes from native boatmen who took no notice of harbour regulations regarding their craft. Failure to keep the usual lights on their boats burning on a breezy night this week brought five masters before the Marine Magistrate who fined two of them \$2 each and the other three \$5 each. Six more boat people paid fines of \$5 for mooring their boats alongside steamers without special permission. The fines totalled \$49.00.

Blue Funnel Steamer Arrives.

The Hyson, of the Blue Funnel fleet, arrived at Hongkong this morning from Hamburg. Her manifest lists 800 of general freight for this port and 1,200 tons for North China and Japan. The vessel was a pilgrim ship between Jedda and the Straits and carried a large number of worshippers back from Mecca. The voyage was not so eventful as that of the Antiochus a few weeks ago, but the passenger-list was increased by three when the vessel was on the water, the new arrivals being the infants of pilgrims. In other respects the passage was a normal one.

NEW MARKET FOR CHEPSTOW.

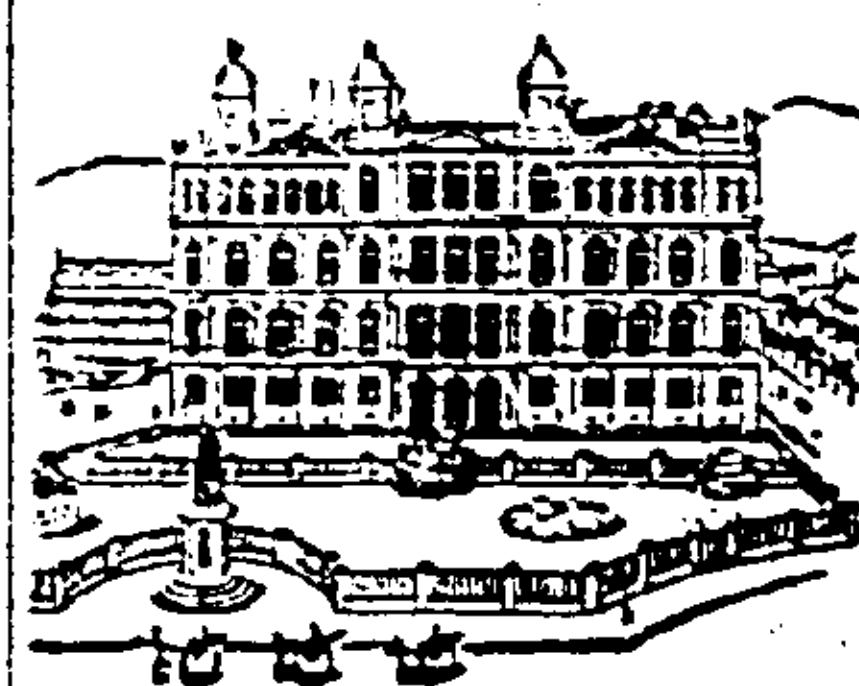
Chepstow's market having been included in the area sold with the shipyards, the urban council has decided to construct a new one. The Ministry of Shipping is contributing £10,000.

DAIRY FARM NEWS.

CHEESE

Edam Cheese	\$3.00 per ball
Gruyere	1.10 per lb.
Gouda (Full Cream)	1.10 " "
Australian Cheddar	.85 " "
Picnic (own make)	.50 " Jar

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CANTON CELEBRATES.

Big Doings on Monday.

To-day's issue of the Canton Times contains lengthy accounts of celebrations which took place in Canton on Monday in connection with the tenth anniversary of the Chinese Republic. Throughout the day there were large processions organised, crackers were fired and the day generally was spent in public rejoicing.

At the government house, President Sun received congratulations from the Government and provincial officials at 9.30.

At 10.30 President Sun Yat-sen accompanied by other officials rode to the North Parade Ground where he reviewed the troops of the First Division. Among the people, a Mass Meeting was held at the East Garden which was attended by nearly 10,000 people of whom there were not a few students and members of the various public organizations. Speeches on the celebration were made by several prominent persons.

The parade which followed was led by a military band and followed by students and merchants and labourers of the various labour guilds. Other bands also participated in the parade. Beautifully decorated automobiles, floats, large banners, "Lions," and bearers of ancient arms, brought up the rear. In the evening the lantern parade was beautiful.

There was a large and representative gathering at the anniversary dinner given by the Pacific Problems Investigation Society held at the Hotel Asia on Monday evening. Mr. Eugene Chen presided in the absence of Mr. Wang Ching-hui, the President of the Society, who was absent at Shanghai attending an important national convention. Among the important guests who attended we noticed Dr. Wu Ting-fang, Minister for Foreign Affairs, Mr. C. C. Wu, Vice-Minister for Foreign Affairs, Dr. Jamieson, British Consul-General, the American Consul-

General, the Japanese Consul-General, Mr. Quo' Tai-chi, Counsellor to the President, and others. There were also present Mr. and Mrs. Morrison Yung, Mr. and Mrs. Aldric Lee Lum, Dr. S. K. Wei of the Canton Christian College, Rev. Kuncle and a number of other American guests. The College Band of the C. C. C. was in attendance and enlivened the function with choice musical selections.

Mr. Eugene Chen spoke on the subject of the Chinese Republic in its constitutional and cultural aspects.

More than 400 officials attended the banquet given by President Sun at the Treasury Building at 7 o'clock on Monday evening. At the end, all rose and gave toasts to the Republic and the President. Receptions were also held at the Y.M.C.A., the Canton Women's Association; the Fuk Lai Girls' Normal School, the Nam Hoi Middle School, the C.C.C., the Pooi Ying School, the Pooi Ching School, the Kau Chung Middle School and other public organizations.

TRAGIC DEATH OF TENNIS PLAYER'S WIFE.

Whilst walking along an unlighted corridor, Mrs. Margaret Cazalet, wife of Major C. H. L. Cazalet, of Leigh, Surrey, the well-known tennis player, fell down a flight of stairs. She died later in a Reigate nursing home.

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Looking Toward Fall in MILLINERY



THE
CROWN
OF THIS
AUTUMN HAT
IS MADE OF
CUT-OUT
FELT LEAVES.

AUTUMN MILLINERY.

Small hats, rather than round, and with the peak or brim turned down to shade the face, are trimmings are applied to the promised a tremendous vogue for crown or brim. Examples of each autumn. Two of these hats of these modes are shown in are pictured. They are splendid to-day's presentation of new autumn models, small and com-millinery. One hat is a roll-brim pact with nothing to catch the sailor of blue and white felt with breezes, and very well adapted blue wool embroidery on the for wear with any sort of veil, white crown, and self-tone blue. The style is austere rather than worsted braid on the blue felt graceful, but such a hat can be worn. This felt and braid com- very smart. One of the models bination gives the effect of rough pictured is a formal turban for straw, and the idea is going to wear with a suit and fur neck make a hit for autumn one feels piece. The other model is more sure. Hats of the type pictured on sport lines though it is suit- are shown in pale gray and reseda able for street wear with a simple green felt, with green braid and costume. Both hats show the green wool embroidery; and in slightly higher crown which is combinations of navy and orange, coming in for autumn.

The formal turban is of black. The applied trimming idea is silk plush with lapped chemise must also in the picture hat with fringe in black in rows on the leaves on its crown. This style crown. A Russian ornament in has made such a success that let is posed at the front. The hat one feels safe in prophesying that crown and narrow brim give the it will be one of the popular nodes turban a top-heavy look like an for autumn. The wide, supple officer's cap. But that is the brim is covered with gray velvet very latest style. The other hat and the crown is of soft gray has the same top-heavy sug- felt with the cut-out leaves of gestation but the crown fits down the same material, the leaves well over the hair and the narrow overlapping and entirely cover- brim makes a becoming framing the crown. Under and for the face. This hat is made of over the leaves is threaded a the new felt-soft and supple as narrow pivot ribbon in French a cloth fabric, and a little wool blue—a striking colour note on embroidery in long and short the gray hat. Every woman who sees this page will admit that on brim and crown. The color of this hat is orange and the wing its bit of arresting blue ribbon is ornaments are silver gray. The brim is lined with pale gray felt. A very smart and unusual trim- ming effect has been achieved by thrusting two wing-head- ed pins sideways through the hat. This will be a comfortable and attractive little hat to wear with the tail-tailor suit, or with a sport suit, sport footwear and linen sport shirt.

It is years since so much felt was seen in early autumn mil- linery. All the ready-to-wear hats that one picked up for same tones muted behind the trimming at some were of velvet, last fall. And there was every grade of velvet—and every grade of price. Velvet hats will be worn this coming winter but it looks now as though velvet were to be put in its proper place: On formal and dress-up hats, the sort of hats that are trimmed with feathers and are reserved for occasions. Most of the early ready-to-wear models in millinery are of this new, supple felt. And the colours of these felt hats are enchanting. There are hats in tangerine, in reseda green, in orchid and mauve, in various pleasing blues, in coral and flame and turquoise. And if you lean to quieter shades, in plum, grape and stunning new brown tones.

Flatly applied trimmings are to be the rule; the most casual glimpse at the new millinery models will reveal that. Even when feathers or graps garlands are used, they follow the line of the hat closely and do not shoot off at angles or stick up in spikes. Stick-up effects are absolutely out of fashion and trail-off-the-brim effects seem to be following suit. The autumn hats are moderate rather than exaggerated in style and line—and they are all the more pleasing for that!

WHEN BAKING.

The heat of an oven may be judged by placing a sheet of white paper on the oven shelf when cakes and pastry are to be baked. If the paper turns dark brown immediately, the oven is too hot for any cooking enterprise. If in about four minutes it should become golden brown, it is right for puff pastry and bread. Should it turn light brown in the same period of time it is suitable for small cakes and short pastry. If it should turn dark yellow it will do for large cakes.



MODEL OF WHITE AND OLD BLUE FELT WITH BRAID AND WOOL EMBROIDERY

KNIT YOUR OWN CAPE.

The knitted worsted capes are so stunning, and so very comfort- able and convenient besides, that every woman wants one of her own. Like a wool sweater they can be thrown down anywhere—enough to reach from shoulders to skirt hem. Put a two-inch band of plain knitting all around the edge. The collar is a straight strip, in plain knitting. Make the strip 21 inches across and at least two yards long—longer according to your figure. The button at the back, and the work goes faster than you would think. A cape can be finished in four weeks if you keep right at it; and the stitch is simple enough! First you make an oblong about 32 inches long by 9 inches wide. This is for the yoke. To three sides of this oblong is attached the main loop and button.

WAISTBANDS OUT OF FASHION.

If you are making your dresses, these days, with waistbands or skirt belts, or inner belts of stiff "belting" you are away behind the times. Waistbands are all out of fashion and skirts are joined to waists in the flattest possible way. If you insist on having a belt in your skirt, make it several inches larger than your actual waist measurement, for frocks must positively have a loose, straight line, as though they hung from the shoulder and were only held in at the waist by sash or girde. The very loose belt also makes the waistline lower, an im- portant point just now.

The old way—and some women who make their own dresses can- not seem to get away from it—was to hang the skirt on a stout, firm waistband of "belting," and then sew the upper edge of the belt to the bodice. Many women are now busy taking out all these stiff belts and adjusting their costumes to the new mode. In the waistband method, the skirt was gathered to the belt; then the bodice was gathered and the straight belt sewed over these gathers—and the belt hooked closely about the waist. This drew in the frock at the waistline, an effect all wrong just now. Rip out your tight, stiff "belting" effect quite out of date.

part of the cape which has a pleated effect because it is knitted and purled stripes. Knit four and purled four and make this section wide enough to gather slightly to the yoke; and long enough to reach from shoulders to skirt hem. Put a two-inch band of plain knitting all around the edge. The collar is a straight strip, in plain knitting. Make the strip 21 inches across and at least two yards long—longer according to your figure. The button at the back, and the work goes faster than you would think. A cape can be finished in four weeks if you keep right at it; and the stitch is simple enough! First you make an oblong about 32 inches long by 9 inches wide. This is for the yoke. To three sides of this oblong is attached the main loop and button.

Knitted suits and suits of wool jersey are making themselves evident for sport wear this autumn. However there is a difference between what the average woman chooses for sport wear and what the enthusiastic sports woman chooses for actual sport wear. In this capacity various tweeds, usually of English or Scotch manufacture, come to the front. For the time it seems as if various sorts of ornamental scarfs were going to take precedence over furs for scarfs for autumn wearing. But they are usually as companion pieces for a certain hat they seldom are worn after the hat is discarded. Often they are so brilliant or so delicate in colour as not to be well worn on every and any occasion.

Some of the scarfs already worn are of silk jersey and milliners have put forth hats covered with silk jersey to match these scarfs. Usually there is a daring dash of colour in the ends of these scarfs to make them especially tempting in a season when so many street frocks are devoid of bright colouring. Sometimes this colour is added to a jersey—white or black, navy blue or beige—by embroidery and there are numerous ways of making the fringe at the end distinctive. Sometimes it is looped



A FETTERING MODEL MADE OF THE NEW FABRIC—SOFT FELT WITH WING TIP TRIMMING



THIS GRACEFUL PICTURE HAT IS TRIMMED WITH SILK GRAPES

FASHION NOTIONS.

For the moment very little ostrich is in evidence on hats worn by Parisians. In fact there are few feathers of any kind as all Paris has gone ribbon mad. Striking are the metal hats in Chinese shapes which are occasionally seen with full dress. Sometimes Chinese yellow is used on strong French blue hats, again bright green ribbons are placed against bronze or café au lait.

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RUSSIAN MODEL WITH SEVERE BUT SMART LINES

or tied and knotted and often it are often to be found on dresses for "grown ups."

A material that is having a tremendous vogue just now is crepe chiffon, and likewise lace that is waxed enjoys a great popularity. These fabrics can be had in any colour, but black seems to be mostly worn.

Don't forget that striped tafetas is going to be absolutely "it" this season. It makes the most charming frocks, especially if you happen to be on the slim side and can wear a "bouffante" skirt. In dark colours it is very serviceable, while for special occasions, such mixtures as shell pink with a pale blue line, or blue with a yellow stripe, are very becoming.

Spanish lace shawls and embroidered shawls from the Orient are much in demand in France, and are coming into favour. In some of the most expensive of the embroidered shawls you can find the signature of the artist who made the original design.

Feather ornaments are growing in popularity and many women are buying the ornamental combs set with bright plumage.

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AMERICAN EXPRESS COMPANY
HONGKONG.R. P. BOYCE,
MANAGER.

TO-DAY'S SHARE QUOTATIONS.

Stock Exchange.	Shareholders' Association	Banks.	Shareholders' Association
H.K. & S. Bank	s. 695	s. 695	
" £33 paid	s. 680	s. 685	
Bk. of E. Asia b. Old 102 New 97	b. 102	b. 102	
Cantons	b. 405	b. 407	
North China	b. 144	b. 143	
Union	b. 219	b. 219	
Yankee	b. 26	b. 26	
Far Eastern	b. 23	b. 23 1/2	
China Fire	b. 125	b. 126	
H. K. Fire	b. 340	b. 345	
Douglas	s. 53 1/2	s. 50	
H.K. Steamboat	b. 20 1/2	s. 26 3/4	
Indos (Prof.)	b. 35	s. 36	
Indo Def. Lon/Reg.	s. 290	s. 285	
Indo Def. H.K. Reg.	s. 285	s. 90 1/2	
Shells	s. 91 1/2	b. 90 1/2	
Ferries	b. 29 1/2	b. 30	
Sugar	s. 203	n. 200	
Melco	b. 48	n. 46	
Kailan	b. 90 1/2	b. 90 1/2	
Lingkat	b. 6 1/2	b. 7	
Shanghai Loan	b. 5 1/2	b. 1	
Shai Explorations	b. 22 1/2	b. 22 1/2	
Ranbo	b. 15 1/2	b. 15 1/2	
Tronohs	p. 1.90 p. 2	b. 11 1/2	
Ural Caspian	b. 147	b. 147	
Bonquet Con	b. 24	b. 24 1/2	
H.K. Wharves	b. 207	b. 208	
H.K. Lands	b. 10.60	b. 10.80	
H'phreys Est.	b. 45	b. 45	
K'loon Lands	b. 142 1/2	b. 143	
L. Reclamation	b. 52	b. 53	
West Point	b. 22 1/2	s. 22 3/4	
Centrals	b. 17	s. 17	
H.K. Hotels	b. 150	s. 147 1/2	
H.K. Lands	b. 18.70	s. 18.90	
China Light old	b. 13 s. 12.30	s. 12.00	
Do. Light new	b. 11.90	b. 11.90	
China Providents	b. 11	b. 11	
Dairy Farms	b. 24 1/2	n. ex div. 24 1/2	
Electric H.K.	b. 24 1/2	s. 24	
Electric H.K.	b. 25	b. 29	
Hongkong Ropes	b. 26	b. 26 1/2	
Hk. Tramways	b. 11.10	s. 14.10	
Peak Trams, old	b. 8 1/2	b. 9	
Do. new	b. 1	b. 1	
Steam Laundries	b. 9 1/2	b. 9 1/2	
Steel Foundries	b. 10 1/2	b. 11	
Water-hoist	b. 16 1/2	b. 16 1/2	
Watsons	b. 8.30	b. 9	
Wm. Powells	b. 19	b. 19	
Wisemans	b. 24 1/2	s. 23 1/2 s. 22	

Hongkong, Oct. 12, 1921.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected
to noon to-day.

Vessels Arrived.

Vessel	Agents	From	Mooring
Hopang	J.M. & Co.	Canton	C 44
Yunnan	B.A.S.	Sandakan	Kowloon Wharf
Soochow	"	Hamburg & Singapore	B 9
Kaifong	"	Canton	B 22
Qienfallech	Seng Soon Hong	Haiphong & Hoihow	B 22
Haiching	D.L. & Co.	Singapore	Wharf
Swatow	Chin On & S Co.	Swatow	C 30
Hakow	Kia Tai Cheung	Bangkok	C 29
Macassar M.	N.Y.K.	Kobe & Moji	B 24
Kiri M.	N.Y.K.	Calcutta & Singapore	B 24
Amakusa M.	N.Y.K.	Kobe & Swatow	B 24
Shokiku Maru	O.S.K.	Put back from sea	B 24
Hok Canton	Wu Hing	Kwong Chow Win	Wharf

Clearances.

Vessel	Agents	Where Bound	Departure
Kamakura M.	N.Y.K.	Shanghai & Yokohama	12th Oct
Saichow	Yue Woo	Hoihow	"
Chihai	B.S.	Canton	"
Nam Wah	B.S.	Kwong Chow Wan	"
Kaifong	B.S.	Tientsin	"
Tai Lee	Yue Tai Hong	Chiao	13th Oct
Soochow	B.S.	Amoy & Shanghai	"
Qienfallech	Seng Soon Hong	Amoy	"
Kiri M.	N.Y.K.	Kobe	"
Suisang	Wu Tai Sing	Swatow	"
Hakow	N.Y.K.	Hoihow & Haiphong	"
Hopang	J.M. & Co.	Swatow & Taingiao	"

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Eumansa	B.S.	Liverpool	12th Oct.
Niukiang	B.S.	Shanghai	12th
E. of Russia	C.P.S. Ltd.	Vancouver	13th
Typhoon	J.C.L.	Japan	13th
Peria	D.L. & Co.	Shanghai	13th
Soochow	J.M. & Co.	Swatow	13th
Hopang	N.Y.K.	Yokohama	13th
Aki M.	N.Y.K.	Japan	13th
Kiri M.	N.Y.K.	Japan	13th
Kamo M.	N.Y.K.	Amoy	14th
Longsang	J.M. & Co.	Swatow	14th
Mingang	J.C.L.	Hamburg	14th
Tijondari	B.S.	New York	14th
Eumansa	B.S.	Yokohama	14th
Ad Line	Ad Line	Singapore	14th
Lake Onawa	Ad Line	Amoy	14th
Khiva	N.Y.K.	Swatow	14th
Benten M.	N.Y.K.	Yokohama	14th
Chenai	B.S.	Tientsin	14th
Kaifong	B.S.	Shanghai	14th
Chihai	B.S.	Shanghai	14th
Suyang	B.S.	Shanghai	14th
Luchow	J.M. & Co.	Singapore	14th
Yachang	B.S.	Swatow	14th
Arden	P.O.	Sydney	14th
Akita M.	N.Y.K.	Columbia	14th
Telemachus	B.S.	Liverpool	14th
Durra	P.O.	Bombay	14th
Nikko M.	N.Y.K.	Sydney	14th
Haiching	D.L. & Co.	Foochow	14th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Typhoon	B.S.	Singapore	12th October
Aki M.	N.Y.K.	Manila	13th
Shidzuka M.	N.Y.K.	London	13th
Kamo M.	N.Y.K.	Shanghai	13th
Benten M.	N.Y.K.	Kobe	13th
Proterochus	B.S.	Shanghai	13th
Suwa M.	N.Y.K.	Kobe	13th
China	C.M. Co.	Singapore	13th
Nikko M.	N.Y.K.	Kobe	13th
Japan	N.Y.K.	Calcutta	13th
Monteag	C.P.S. Ltd.	Vancouver	13th
Penobscot	J.M. & Co.	Europe	24th
Arden	J.M. & Co.	Europe	24th
Arden	B.S.	Suez	24th
St. Albans	P.O.	Sydney	24th
Nyanga	M.M. Co.	London	24th
Kyza M.	N.Y.K.	London	24th
Wray Castle	P.O.	New York	End of Oct.
Somali	P.O.	London	8th Nov.
Bowen Castle	D.L. & Co.	New York	End of Nov.

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods	Free	Claims	Examination
Silver Suite	Ad. Line	Hon Shan	Oct. 17	Nov. 9	Oct. 15
Altai M.	O.S.K.	Kowloon	Oct. 15	Oct. 15	Wed. & Sat.
Seattle M.	O.S.K.	Kowloon	Oct. 12	Oct. 12	Wed. & Sat.
Kamakura M.	N.Y.K.	Kowloon	Oct. 12	Oct. 21	Tues. & Fri.
Hyon	B.S.	Hoihow	Oct. 17	Oct. 31	Tues. & Fri.

POST OFFICE NOTICES.

Registered and Parcel Mail are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Japan and Shanghai	Kamo M.	13th Oct.
Australia and Manila	Aki M.	13th
U.S.A. and Japan	Peria M.	13th
Japan	Benten M.	13th
Japan and Shanghai	Suwa M.	13th
U.S.A. Japan and Shanghai	China	13th
Japan	Nikko M.	13th

OUTWARD MAILS.

For	Per	Date
Swatow, Amoy & Keelung	Taiwa M.	Thurs. 13 Oct. 9 a.m.
Hoihow, Pakhoi & Haiphong	Kaifong	Thurs. 13 Oct. 10 a.m.
Shanghai, N. China, Japan, Canada, U.S.A., C. & S. America & Europe via Vancouver B.C.	Empress of Russia	Thurs. 13 Oct. 10 a.m.
Hoihow & Haiphong	Haiten	Thurs. 13 Oct. noon
Shanghai, N. China & Japan	Tijondari	Thurs. 13 Oct. 2 p.m.
Swatow	Hydrangea	Thurs. 13 Oct. 3.30 a.m.
Japan	Aki M.	Thurs. 13 Oct. 4 p.m.
Japan	Benten M.	Fri. 14 Oct. 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via D'Kodi, Egypt & Europe via Marseilles	Kamo M.	Fri. 14 Oct. 9.45 a.m.
Saigon	Tijondari	Fri. 14 Oct. 11 a.m.
Bangkok	Mingang	Fri. 14 Oct. 11 a.m.
Philippine Islands	Loongang	Fri. 14 Oct. 2 p.m.
Batavia, Semarang & Surabaya	Macassar M.	Sat. 15 Oct. 8 a.m.
Hoihow, Pakhoi & Haiphong	Kaifong	Sat. 15 Oct. 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via D'Kodi, Bombay, Aden, Egypt & Europe via Marseilles	Khiva	Sat. 15 Oct. 9.45 a.m.
The Parcel Mail will be closed at 5 p.m. on Friday the 14th inst.		
Shanghai & N. China	Chihai	Sat. 15 Oct. 3 p.m.
Hoihow & N. China	Chenai	Sat. 15 Oct. 3 p.m.
Shanghai & N. China	Suyang	Sat. 15 Oct. 5 p.m.
Swatow & Bangkok	Yachang	Sat. 15 Oct. 5 p.m.

*Correspondence bearing vessel's name only.

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Chief Manager: Mr. L. S. Holm
Asst. Manager: Mr. K. T. Wong
Hongkong Manager: Mr. I. P. Allen

Foreign exchange and general banking business transacted.
Current, Savings, and Fixed deposits bear interest at rates 3%, 4% and 5% per annum respectively.
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Hongkong, 2nd October, 1920

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Reserve Fund ... F. 15,000 ...
Profit Reserve ... F. 40,000 ...

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Branches at: The Hague, Rotterdam.
Head Agency: Batavia.

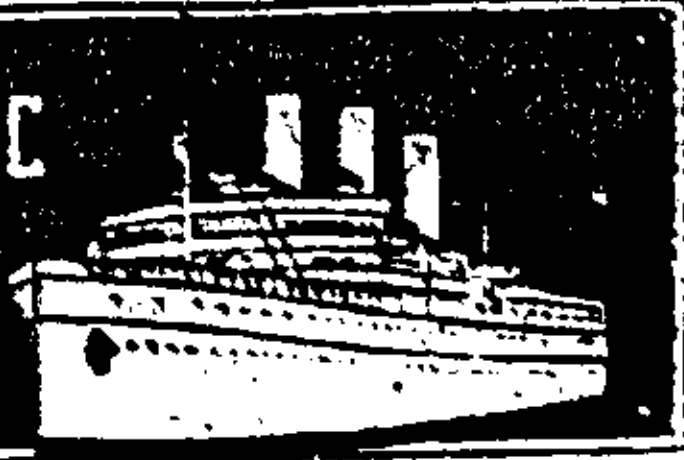
BRANCHES: Batavia, Medan, Singapore, Palembang, Soerabaja, (Solo), Pekalongga, Telung Tjeng, (Deli), Pontianak, Tegal, Rangoon, Teluk Betong, Kuching, Bangkok, Saigon, Haiphong, Hongkong, Canton, Hankow, Shanghai, New York, San Francisco, etc., etc.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on the Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

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Head Office: 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223,

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Empress of Asia	Nov. 10	Nov. 28
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 26
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TAIYUN M.	22,000	Oct. 26	SHINYO M.	22,000	Dec. 15
IBERIA M.	20,000	Nov. 15	KOREA M.	20,000	Dec. 15

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* Calling at Dairen and omitting call at Keelung.

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TO LOS ANGELES & SAN FRANCISCO.

"WEST CALERA" ... 24th October.

Also, cargo accepted for transshipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

For full information regarding passengers, freight, and sailings apply to—

HONGKONG OFFICE: Messrs. Powell & Co., Ltd., 12, Des Voeux Rd., Tel. 100.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. NILE S.S. CHINA S.S. NANKING

Oct. 29th Nov. 3rd Dec. 12th

HONGKONG TO SINGAPORE.

S.S. CHINA S.S. NILE S.S. NANKING

Oct. 18th Nov. 13th Nov. 23rd

* Calling at Singapore, Batavia, Samarang and Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, Telephone, Passenger Dept. No. 1934.

ICE HOUSE STREET, Tel. Freight Dept. & Agent No. 2161.

PACIFIC SHIPPING.

DOLLAR
LINESAILINGS FROM HONGKONG
FOR NEW YORK.

"GRACE DOLLAR"	via Suez	20th OCT.
"HAROLD DOLLAR"	via Panama	22nd NOV.
"MELVILLE DOLLAR"	via Panama	19th DEC.
"M. S. DOLLAR"	via Suez	2nd JAN.

FOR VANCOUVER.

"HAROLD DOLLAR"	36th NOV.
"MELVILLE DOLLAR"	26th DEC.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING
THIRD FLOORTEL. 792
795Operating following U.S. Shipping Board Steamers.
PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S. Silver State	For Manila	Oct. 11.
Silver State		Oct. 22. Nov. 11.

FOR PORTLAND DIRECT.

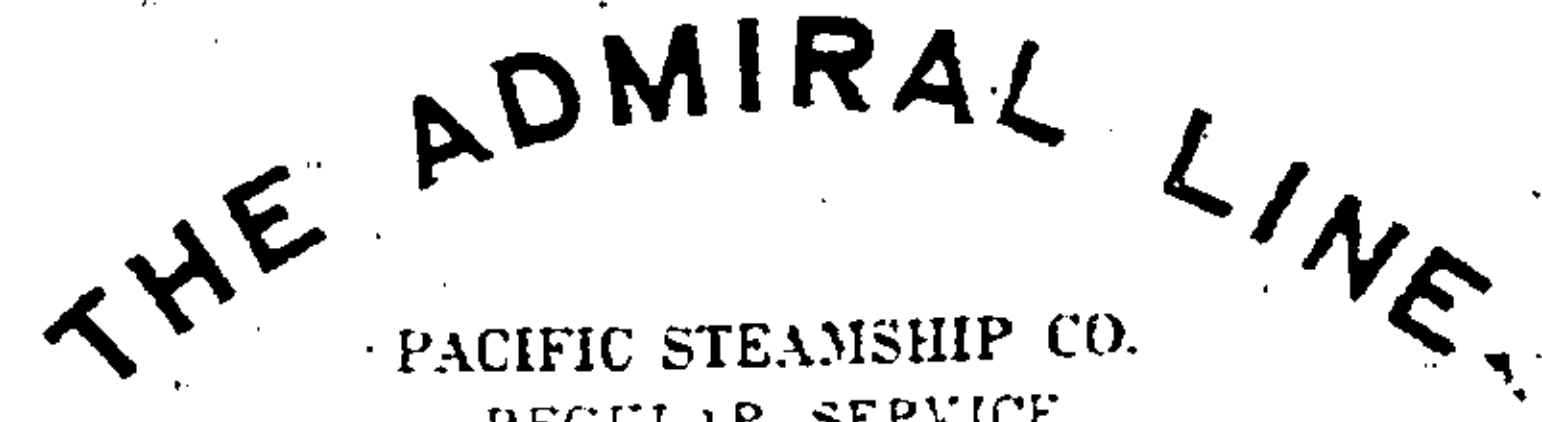
Calling Manila, Shanghai, Kobe & Yokohama.

S.S. Coaxet	Oct. 15.
Montague	Nov. 11.
Abercrombie	Dec. 7.

Through Bills of Lading issued to Overland common points. Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.



PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.

LAKE UNAWA ... Sailing Oct. 15.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.
OFFICES5th Floor Hotel Mansions. PASSENGER OFFICE.
Tel. 2477 & 2478. Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. JADDEN 24th October.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC..

THE ADMIRAL LINE
AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to
Singapore & Belawan Deli direct.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPANLYN.

Telephone No. 1574.

Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Kilmer & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"KURUMACHUS"	via Suez Canal	13th October.
"CITY OF ADELAIDE"	via Suez Canal	1st November.
"TYDEUS"	via Suez Canal	13th November.
"KANSAS"	via Suez Canal	17th November.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTONVEREENIGDE NEDERLANDSCHE SCHEEPVAART
MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Mollang East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	For	Sailing on or about
TJISONDARI	Rotterdam, Amsterdam & Hamburg	14th Oct.
BOEROE	Amsterdam, Rotterdam & Hamburg	2nd Nov.
TOSARI	Amsterdam, Rotterdam & Hamburg	10th Dec.
OUDEKERK	Rotterdam, Amsterdam & Hamburg	10th Jan.
RADJA	Amsterdam, Rotterdam & Hamburg	10th Feb.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE,
BATAVIA, SAMARANG and SOERABAYA.

S. S. "NILE"

HONGKONG TO JAVA. HONGKONG TO SHANGHAI.
November 13th. October 20th.

FAST FREIGHT SERVICE.

Through Bills of Lading issued to all points in United States & Canada.
also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.PRINCE'S BUILDING.
Telephone, Passenger Dept.
No. 1934.ICE HOUSE STREET.
Tel. Freight Dept. & Agent
No. 2161.

COMMERCIAL NEWS.

SHANGHAI TRAMWAYS.

The Ministry of Communications has registered the Shanghai-Paoan Tramway Company, for constructing tramways along the new roads between Shanghai and Paoan Hsien.

TELEPHONE IN PEKOTIEN.

The Chamber of Commerce of Fan Kia Tung, Fengtien, propose to establish a telephone company. The Ministry of Agriculture and Commerce has been petitioned for its approval.

DEMAND FOR CHINESE SILK.

Chinese ladies' silk hose is rising in price as the result of the increasing demands from abroad. The factories in China cannot adequately cope with the demand and many extensions are pending.

SHANGHAI CHOLERA ROAD.

In connection with the construction of the proposed Shanghai-Minghong-Choling automobile road, it is estimated, after careful surveying, that twenty-nine bridges are to be built along the whole line of 91 li long; and that over 900 mow of land are to be purchased.

PEKING-MUKDEN RAILWAY.

Good progress is reported in the construction of the Chinchow-Chowyang branch of the Peking-Mukden railway, which is under the supervision of the technical staff of the main railway. It is expected that the earth work will be completed by the end of this year.

SHANGHAI SHARE MARKET.

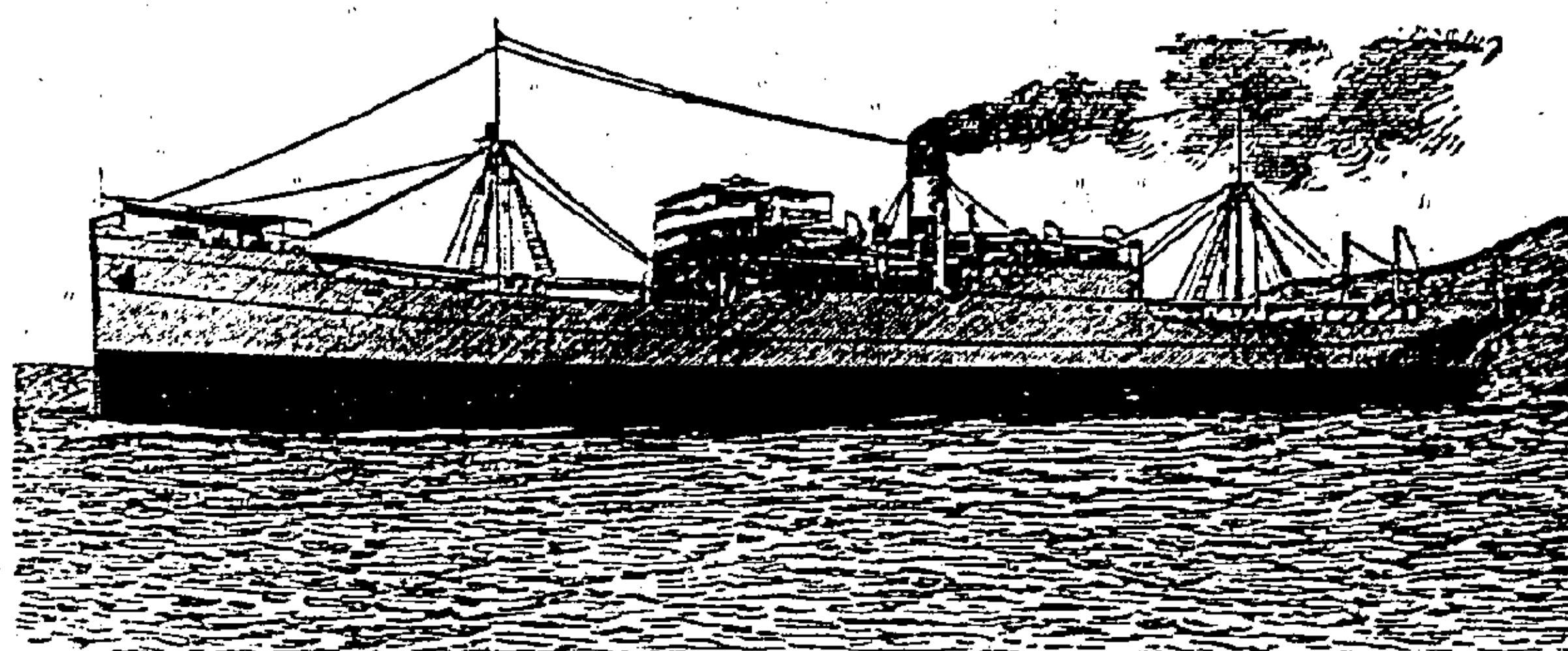
Messrs. A. L. Anderson & Co., Shanghai, in their circular of last October, state: Since we last addressed you the September Settlement has been cleared, and but little else effected either before or since. The accession of strength to the market, generally expected to take place immediately upon the completion of settlement operations, has not yet eventuated, and this is possibly due to the fact that shares sent hence to Hongkong on this account aggregated two million Taels in value, and it has to be seen, first, whether these will all be assimilated or not.—Debentures.—The further rise in exchange has not succeeded in checking the demand. Some small parcels came on the market and were disposed of at prices showing a return of 8 per cent. on a short, and slightly less on a long life, to the buyer.—Insurance.—Unions are to be had at Hk. \$222. Yangtzes were sold at \$26, and while \$25½ only is offered, \$26 would again be paid. Far Easterns were sold and are wanted at 23.—Docks & Engineering.—Shanghai are somewhat firm at 122 with few shares coming out. New Engineering.—"Ordinaries," after a period of depression seem to be on the turn: the "preference" can be placed at 4.60.—Cotton Mills.—As stated above, business in this market, save for the somewhat heavy settlement clearances, is marking time.—Change of Address.—Please note that we are now installed in our new offices, Room No. 1 B, New Telegraph Building (entrance from Eastside), Shanghai.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG

Codes Used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers; Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO STRAITS, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KHIVA	9,000	15 Oct. 11 a.m.	M'les, London & Antwerp
DUNERA	5,400	20th Oct.	S'pore, Colombo & B'way
SARDINIA	5,600	29th Oct.	M'les, London & Antwerp
KARMALA	9,000	12th Nov.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

EURYALUS	3,600	15th Oct.	Singapore only.
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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	18th Oct.	Melbourne via Manila, Thursday
ST. ALBANS	4,500	14th Nov.	Island, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	25th Oct.	Yokohama direct.
JAPAN	6,100	21st Oct.	Shanghai & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Passenger Messing will be more than 20 ft. X 10 ft. will be reserved at the Company's Office on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

SUWA MARU (Nagasaki direct) Saturday, 29th Oct., at 11 a.m.
FUSHIMI MARU (Nagasaki direct) Saturday, 19th Nov., at 11 a.m.
KATORI MARU (Callao Manila) Saturday, 3rd Dec., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

KAMO MARU Friday, 14th Oct., at 11 a.m.

HYO MARU Friday, 23rd Oct., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU Saturday, 22nd October.

MATSUKE MARU End of November.

LIVERPOOL via MARSEILLES.

KAMATRA MARU Beginning of December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 15th Oct., at 11 a.m.

AKI MARU Tuesday, 15th Nov., at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

DURBAN MARU Thursday, 20th October.

DELAGRA MARU Friday, 25th Nov.

NEW YORK via SUEZ.

RANGUON MARU End of October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KAWACHI MARU Middle of November.

BOMBAY via Singapore, Penang & Colombo.

AKITA MARU Wednesday, 19th Oct.

WAKASA MARU Friday, 4th November.

CALCUTTA via Singapore, Penang & Rangoon.

BENTEN MARU Saturday, 15th Oct.

TOTOMI MARU Tuesday, 25th Oct.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Thursday, 13th Oct., at 5 p.m.

SHANGHAI, KOBE & YOKOHAMA.

KIRIN MARU (Omitting Shanghai) Thursday, 13th Oct.

SHIZUKA MARU Friday, 14th Oct., at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjileboet	Java	In port	13th Oct.	S'hai, Japan
Haidis	Java	17th Oct.	22nd Oct.	Batavia via Belawan Deli
Tjilwong	Amoy/S'hai	23th Oct.	31st Oct.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	To
Saleier	Java	18th Oct.	24th Oct.	S'n Feisco, via Manila.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON VIA SUEZ.

S.S. "WRAY CASTLE"

Sailing about 5th November.

LYDD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" Sailing on or about 7th November.

FOR SHANGHAI.

S.S. "PERSIA" Sailing on or about 22nd October.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 103.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
---------	---------------------------------	-------------------------------

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

Genoa, London & Rotterdam	City of Pekin	29th Oct.
London, Rotterdam & Hamburg	City of Delhi	12th Nov.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. "PEMBROKESHIRE"	20th October.
M.V. "GLENIFFER"	22nd October.
M.V. "GLENVYLE"	10th November.
M.V. "GLENOGLE"	20th November.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENAPP"	17th Oct.	GENOA, L'DON, R'DAM & H'BURG.
S.S. "CARNARVONSHIRE"	7th Nov.	LONDON, R'DAM & H'BURG.
M.V. "GLENIFFER"	23rd Nov.	GENOA, LONDON, R'DAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS

THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3695.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
S'hai & T'au via S'ow	Hongsang	Thur. 13th Oct. at d'light.
BANGKOK	Mingsang	Tues. 14th Oct. at d'light.
MANILA	Loongsang	Fri. 14th Oct. at 3 p.m.
BANGKOK via Swatow	Yatsing	Sun. 16th Oct. at d'light.
HAIPHONG via Hoibow	Loksang	Tues. 18th Oct. at 10 a.m.
SANDAKAN	Yannis	Tues. 18th Oct. at noon.
TIENSIN	Chipsing	Tues. 18th Oct. at noon.
STRAITS & Calcutta	Chaksang	Thur. 20th Oct. at 3 p.m.
KOBE via Shanghai	Namsang	Sun. 23rd Oct. at d'light.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Chaksang" will be despatched on or about Thursday, 20th Oct., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION

For	Steamers	To Sail
AMOI & SHANGHAI	Sochow	13th Oct. at d'light.
H'HOW, PHOI & PHONG Kallong	Kallong	15th Oct. at 10 a.m.
SHANGHAI & TSINGTAO	Chenan	15th Oct. at 4 p.m.
SHANGHAI	Chihli	15th Oct.
SHANGHAI	Suiyang	16th Oct. at d'light.
SWATOW & SINGAPORE	Luchow	16th Oct. at 10 a.m.
SWATOW & BANGKOK	Chusan	18th Oct. at 10 a.m.
NEWCHWANG & TIENSIN	Tientsin	18th Oct.
JAVA	Takowanyan	18th Oct.
W'WPI, CHEFOO & T'SIN Kueichow	Kueichow	20th Oct. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation and ships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Oct. 12, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. Couper	TUES, 18th Oct. at 2 p.m.
Hailong	W.C. Parnmore	FRI, 21st Oct. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.The South Sea Mail S.S. Co., Ltd.
Regular freight and passenger service between
JAPAN HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.

S.S. MACASSAR MARU Sailing on or about 15th Oct.

For Moji, Kobe, Osaka & Yokohama.

S.S. BORNEO MARU Sailing on or about 26th Oct.

For further particulars please apply to—

No. 3, Des Voeux Road Central. K. SUZUKI, Second Floor of Princes Building. Tel. No. 2706. Manager.

SHIPPING NEWS.

NEW CHINESE STEAMSHIP CO. The Pei Fong Steamship Navigation Co., capitalised at \$300,000, has been established at Nientsin by Mr. Li Ching-hsuan under the approval of the Ministry of Communications.

"SEMI-OFFICIAL" CHINESE ORGANISATION.

The Chinese Cabinet has decided to change the Wo Tung Shipping Co. from an official organization to a semi-official enterprise, by admitting private capital.

SINO-GERMAN NAVIGATION CO.

A Sino-German Navigation Co. plans to run steamers between China, Germany and the United States, if the Germans can regain their former wharf, the Mariner's Club Wharf at Pootung, which was confiscated during the war.

EGYPTIAN COTTON TRANSPORT.

A message from Alexandria states that negotiations between the U.S. Shipping Board and the Liverpool Conference Liners regarding the transport of cotton from Alexandria have been definitely broken off. It is stated that the British companies offered a compromise, but the nature of the conditions attached thereto forced the Board to refuse. It has already been threatened that if the dispute is not settled, the Conference liners would be excluded from United States ports.

THE ADMIRAL LINE.

The U. S. Shipping Board have allotted to the Admiral Line for operation on the Seattle-Orient service the str. Bay State, a sister ship of the other Shipping Board "333" vessels now on the Oriental run. The Bay State leaves Seattle for Shanghai on December 10 on her maiden voyage, and her addition will enable the Admiral Line to maintain sailings from Seattle to the Far East every 18 days. The other passenger vessels operated by the company are Wenatchee, Keystone State, and Silver State.

LOW JAPANESE FARES.

Competition between rival steamship companies, says the Japan Chronicle, sometimes leads to ridiculous fares being charged. Some years ago the O.S.K. had a rival on the Wakayama line, when the fare between Waka-yama and Osaka got down to something like 10 sen. Now it is reported that the Kyushu Kisen Kaisha and the Goto Kisen Kaisha, in competition for the trade between Nagasaki and the Goto Islands are also lowering their fares. The Kyushu Kisen Kaisha has made the latest move in this direction, reducing its third-class passenger fare to 50 sen, part of which is returned to the passenger in the form of a present.

THE OLD AND THE NEW.

Thirty-five years ago the first Canadian Pacific ship, the W.D. Flint, a sailing vessel of 800 tons, left Yokohama for Canada. Her destination was Port Moody, which was then the terminus of the C.P.R. It took more than thirty days to accomplish the trip then, as compared with recent records made by the Empress of Asia and Empress of Russia of a little over eight days. The cargo of the W. D. Flint consisted almost entirely of tea, as there was no other commodity offered at that time for shipment from Japan. To-day the cargoes are valuable shipments of silk, tea, toys and Oriental merchandise. Tonnage has also changed. The 800 tons of the W. D. Flint have become the 22,000 tons of the new Empress of Canada, now completing the 19,300 tons of the newly-acquired Tirpitz, to be re-named the Empress of China, and the 16,850 tons of the Empress of Russia and Empress of Asia.

RAW COTTON FREIGHTS.

In infringement of the customary rule as to negotiations with shipping companies on Indian cotton, the Japanese Raw Cotton Trade Association has selected negotiating Committee of five men. Meanwhile, speculations already accumulate of the strong attitude, which will probably be taken up by the Spinning Association to wards the N.Y.K. According to the Jiji, the Spinning Association, on the application, informal or otherwise, of the Kokusai Kisen Kaisha and the Shipping Department of the Mitsui Bussan Kaisha, showed a very stalwart attitude at the recent meeting, and insisted upon the freight rate being fixed at Y13 to Y14. The N.Y.K. seems to be resolved to compromise on a point Y3 to Y4 lower than the present rate of Y22.50. The expectation obtains that there will be very intricate negotiations before the matter is settled.

